THE EVENING TELEGRAPH.

VOL. IX.—NO. 170. PHILADELPHIA, MONDAY, JULY 19, 1869. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

FRANCE

The New Ministry Just Appointed by Napoleon.

MINISTER OF WAR.

Marshal Niel is aged 67, and took part in early life in the Algerian campaigns. He was attached to the French expedition to Rome in 1849, and served with distinction. When war was declared against Russia he joined the Baltic expedition, and commanded the engineers at the taking of Bomersund, and received for his services the title of aid-de-camp from the Emperor. In January, 1855, he arrived in the Crimea, and made a report upon the progress and management of the military operations there. Three months later he became commander-in-chief of the engineers of the Army of the East, and directed the siege of Sebastopol. In 1857 he was made a senator, and as an aide-de-camp to the Emperor was charged to ask officially the hand of Princess Clotilde for Prince Napoleon. At the commencement of the Italian war he was named commander of the Fourth Corps of the Army of the Alps. In consequence of the victory of Solferino, in which the artillery played so important a part, he was made Marshal of France, and has since written a work on the siege of Sebastopol.

MINISTER OF FINANCE.

The Minister of Finance, Pierre Magne studied law at Toulouse, and made himself prominent by several reports on the finances of Algeria. Returning from private life in 1848, he was named, in November, 1849, Under-Secretary of Finance, and received in April, 1851, the portfolio of Public Works. Recalled to the same office on the eve of the *coup d'etat* of December 2, 1851, he held it until January, 1852, when he resigned in consequence of the decree relative to the property of the Orleans family, but resumed his office five months later. In 1854 he became Minister of Finance, which position he resigned at the close of November, 1860. His successor was M. de Forcade la Roquette, and he next became, with M. Billault, one of the two first Ministers without portfolio. He assisted, for the first time, as such, at the sittings of the Senate relative to the publication by the newspapers of the legislative debates. At the end of March, 1863, in consequence of difference of opinion with M. Fould, he resigned, and the Emperor by a special letter named him member of the Privy Council. M. Magne was named Councillor of State with the title of President of the section of Public works in the promotions of January, 1852, and Senator in the following December. He was a commander of the Legion of Honor in 1851, was next made a grand officer, and finally received the grand cross. He was also member of the General Council of the Dordogne.

MINISTER OF COMMERCE.

A. Leroux, Minister of Commerce, is a rich proprietor of Vendee, and at Paris in early life controlled the banking house of his father, one of the most important in that city, and became a member of the General Council of Vendee, for the Canton of Hermentrault. In 1852 he entered the Corps Legislatif as a Government supporter for a circumscription in Vendee, and was reelected at the next election. His competency in financial questions caused him to be often named as Secretary to Commissions on the Budget, and he reported the budget of 1857. In the session of 1863 he was chosen to replace M. Reveil as Vice President of the Corps Legislatif, and made an officer of the Legion of Honor. He has written some works, and contributed to the reviews.

MINISTER OF JUSTICE.

The Minister of Justice, M. Duvergier, was called in 1855 to the Council of State, and in 1864 was one of the commission charged with examining the questions pending between the Egyptian Government and the Suez Canal Company, and was made an officer of the Legion of Honor. He revised a work on the fundamental laws of Europe and the American continent, and has since written many important books on legal subjects, in addition to contributing to the reviews.

MINISTER OF PUBLIC WORKS.

E. V. Gressier, Minister of Public Works, is an advocate of the Imperial Court, and member of the General Council for the canton of Corbie. He was elected as a Government candidate for the fifth circonscription of the Somme in 1863, receiving 19,228 votes out of 28,662 voters.

MINISTER PRESIDENT OF THE COUNCIL.

Justin Napoleon Samuel Prosper Laubat, Minister President of the Council of State, is a very able and persevering French politician and statesman, although an Italian by birth. He was born at Alessandria, Piedmont, in the year 1805, and studied in the Lycee Louis Le Grand. He entered the Department of the Council of State in 1828, and in 1830 was despatched to Algeria, where he served at the siege of Constantine. In 1837 he was elected to the legislative body, and in 1838 appointed a Councillor of State. He served as Minister of Marine from 10th of April to the 26th of October, 1851.

After the *coup d'etat* he supported the Government and was elected in 1857. In 1858 he was named one of the Counsel of Colonization for Algeria, and succeeded Prince Napoleon as Minister in 1859. He visited Algeria, and ranks as a friend of the colonists. He has paid much attention to naval affairs, and is a supporter of sailors' rights in pay and the claims of the widows and orphans of seamen. He was appointed Senator in 1862, and has the Grand Cross of the Legion of Honor. He is a favorite contributor to the columns of the *Revue des Deux Mondes.*

MINISTER OF FOREIGN AFFAIRS.

This Minister is descended from one of the most ancient and distinguished families of France, dating back from Alfred, created Count of Auvergne by Charles the Simple, King of France, during the latter part of the ninth century. Many of the members were famous as statesmen or soldiers, and the entire line has held a prominent position in France for nearly one thousand years. The genealogical history of this family is a most interesting one.

The subject of this sketch, Prince Henri Godfrey Bernard Alphonse, is the chief of the branch of Lauraquais, into which the house has merged, and is now known by the title of Prince de la Tour Auvergne-Lauraquais. He was born at Paris on the 23d of October, 1823, his father being Prince Charles Melchior Philippe Bernard. At the time of the *coup d'etat* in 1852 he was a young man of twenty-nine years of age, and was distinguished for his abilities, diplomatic and otherwise. By promptly giving in his adhesion to the empire, he was received into the favor of the Emperor Napoleon, and after the lapse of a few years was named Senator of France, holding that position with credit. In August, 1851, he married Emilie Celeste de Montault des Iles, by whom he had one child, a boy, born in June, 1852. His wife died at Florence on the 8th of March, 1857, and he has not married again.

Before 1863 Prince de la Tour d'Auvergne held no special diplomatic position under the empire, although he frequently took an active part in the political affairs of France. On the 13th of October of that year, however, he was appointed Ambassador Extraordinary and Minister Plenipotentiary to the Court of St. James, and in the December following arrived in London and presented his credentials. Since then he has held this distinguished position with marked ability. In all the measures in which the French Government has taken part since his appointment, he has been an active agent. To the office of Minister of Foreign Affairs he brings much experience, and will doubtless administer the duties of his office with as much skill and tact as any of his predecessors.

MINISTER OF MARINE.

The newly-appointed Minister of Marine is an admiral of the imperial navy. He was born at Rochefort on the 12th of April, in the year 1807, and admitted to the naval school of France in 1825. He entered the navy in 1839, was captain of a frigate in 1841, a member of the Admiralty in Paris in 1853, and rear admiral of the naval brigade operating against Sebastopol in 1854. In the year 1856 he was despatched to command the fleet in the China seas, and there co-operated with the British at the capture of Canton in 1857. He was promoted Grand Officer of the Legion of Honor in 1855, and created Senator in 1860. In the month of January, 1862, he took command of the squadron in the Mediterranean, and was named Admiral January 27, 1864. He was Minister of Marine in 1867. The Admiral has paid much attention to the development of the French iron-clad fleet, and is a practical as well as a scientific officer. He is a writer as well as a navigator, and has edited some two or three popular works in Paris.

MINISTER OF THE INTERIOR.

M. la Roquette, though not prominent for so many years as most of his colleagues in the new Ministry, has been for some time distinguished as one of the advisers of Napoleon. The first prominent office held by him was in 1861, when he was appointed a Councillor of State and Director-General of Customs and indirect taxes. During the year following he was promoted to the position of Secretary of State for the Financial Department. In 1865 he was appointed one of the vice-presidents of the Council of State. On the 20th of January, 1867, the French Ministers tendered their resignations to the Emperor. Among those accepted was that of M. Belline, Minister of Agriculture, Commerce, etc., and to this post M. de Forcade la Roquette was appointed. During the early part of the present year M. Pinard, Minister of the Interior, resigned, and the subject of this sketch was appointed to fill his place. It will thus be seen that there is really no change in this branch of the Emperor's Cabinet.

THE SUEZ CANAL.

The Ceremonies that Will Attend its Opening—Interesting Letter from M. Lesseps.

On the 17th of November next the Suez Canal will be opened. The work of building this canal was undertaken and carried through by Ferdinand de Lesseps, the distinguished French engineer, and cousin of the Empress Eugenie. The work was partially begun in 1854, but not till 1859 did it fairly commence. The mere cutting of a canal or ditch through the level isthmus was a small job compared with the obstacles which had to be overcome. After the right of way had been ceded by the Turkish and Egyptian Governments for cutting a canal, the British Government, the representatives of Russia, Austria, and the power of that gigantic monopoly, the Peninsular and Oriental Steamship Company, was brought to bear in getting the commission withdrawn. The canal is finally a triumph over all obstacles; the work is finished, and cost $80,000,000, gold; the stock is held in all the countries of Europe.

The following is a translation of M. de Lesseps' letter:—

The opening has been fixed for the 17th of November next. Length of canal, 162 kilometres, 98 1-10 miles; whole distance, 8 metres 26 feet depth of water; width on the line of water, 100 metres 325 feet, with the exception of three passages where this will be found to be 60 metres 195 feet. Tolls for ships going through the canal have been fixed by the act of concession, article 17 of the act determining these tolls. The following is the section from the concession made by Said Pacha, Viceroy of Egypt, to the company, granting the right of way, etc. The concluding of one of these sections is to this effect:—

First. Toll on all ships, same scale of charges without any exception or special privilege.

Second. Tariff of charges and tolls shall be published three months before the canal is fully opened, in capitals and principal commercial ports of the countries interested in the navigation of this canal.

Third. That the special tolls for navigating the canal shall not exceed the maximum figure of 10 francs ($1·87) per ton, cargo carried on ships, and per head for passengers. An International Commission is now engaged at the present time in determining an official scale for ships of all flags. In the meantime, until this is established, the tolls of 10 francs ($1·87) per ton capacity will be laid upon the entire cargo as shown by the ship's papers.

Steamships will go through propelled by their own power, and will be obliged to have regular pilots. The passage through will occupy 15 to 20 hours. The company will have suitable towage for sailing vessels to pass through the whole canal. The pilotage, towage, and harbor dues have not been determined, but will be upon the most liberal basis.

The arrangements for the opening of the canal on the 17th of November are fully developed. The Viceroy of Egypt proposes to entertain his guests with unprecedented magnificence. On the bank of the canal are being erected lodges, constructed, fitted, and decorated so as to be representative of the characteristics of the several countries to which the guests belong. Public amusements, theatres, circuses, balls, and *fetes* are to be provided for the recreation of the assemblage, which promises to be as brilliant as varied in its character. It was expected that the Emperor of the French would be able to attend in person, but as it is reported that neither himself nor his Empress will, for state reasons, be able to attend, it is probable that Prince Napoleon will be his proxy. The heir presumptive of the Italian Crown will represent Victor Emanuel; the King of Prussia will send a number of the royal family, and the Prince of Wales, probably accompanied by Prince Arthur, will represent Queen Victoria. The King of Greece will also attend. The French Emperor is having manufactured at Lyons a tent of woven silk and worsted, which will cost $30,000, to be erected for the Emperor or his representatives. This tent will be taken to Paris after the ceremonies, and sold at public auction, the proceeds to be distributed among the poor.

It is stated that a steamer has been chartered to leave Ne York about the first of September for Port Said, touching at Marseilles, Leghorn, and other Mediterranean ports, so as to allow visitors to be present at the opening ceremonies.

Ploughing Up Silver.

On Monday last we were shown by Mr. Perry, of the house of Bright & Perry, five old Spanish dollars and one half-dollar, United States coin, which were found in the field of Mr. John Vann, of Webber's Falls, Cherokee Nation. It appears that one day last week Mr. Vann was ploughing in his field, and his plough struck something, and stopped his mule. Supposing it to be a root, he struck the mule with his lash, and it gave a sudden pull, when up came five old Spanish dollars. Mr. Vann went to the spot where the coin appeared, and on examination, found a keg full of the coin. The staves of the keg were rotten, but the dollars were as sound as when coined at the old Spanish mint. On digging up the keg he found it contained five thousand dollars, all in old Spanish dollars of the date of about 1806, and American half-dollars of old date. The keg must have been buried twenty or thirty years ago. Since the finding of this money the whole field has been dug up in search of hidden treasure.—*Fort Smith (Ark.) Herald.*

Matrimony in Michigan.

At Burr Oak, Michigan, last week, a young woman, aged about twenty-three years, who had been married about five years, deliberately went off with her husband's youngest brother. All was done with the full knowledge of the injured husband. His wife packed up her bed and clothing in his presence, which were placed in a wagon, together with herself and child, by her paramour, when they were driven about a mile to the residence of her husband's father, the husband and another brother following on foot. Here the whole matter, contemplated for over a year, was freely and deliberately talked over, the woman declaring that she never loved her husband as well as she did his youngest brother. The young man then coolly helped his brother's wife and child into the wagon, and getting in himself, they left for parts unknown.

MAST HOPE.

After the Disaster—Arrest of the Engineer—What He Has to Say—Funeral of the Victims.

From the special correspondence of the New York *Times*, dated Port Jervis, N. Y., Sunday, July 18, we take the following:—

James Griffin, the engineer, who, it is averred, by his own carelessness sent eight or more souls into eternity by the horrible disaster at Mast Hope, Pa., was arrested, as announced in the city papers, at Salamanca. A detective at that place took him to Great Bend, Pa., where a warrant from the authorities was issued, and he was arrested and placed in charge of officers until the arrival of police from Port Jervis and constables from Pike county, who put him on board the first train East, arriving in Port Jervis yesterday at noon. Upon the arrival of the train carriages were in waiting, and he was quietly conducted to one of them, and immediately started for Milford, the county seat of Pike county. A crowd had congregated at the depot to get a glimpse of the prisoner; but the railway officials managed the affair so quietly that he was on his way to jail ere his friends or the curious could catch a glimpse of him. At Milford he was given in charge of Sheriff Cornelius on, who placed him in jail. I understand an effort will be made to-morrow to secure his release on bail.

The prisoner states that he was asleep at the time of the accident, and pulled the throttle of his engine while in a dreamy and half unconscious state. He says he is extremely sorry, but that he ought not to be punished severely. He confesses that he was to blame in allowing himself to go to sleep, but thinks his fireman was asleep also, and says that he depended on his fireman. He adds that he means to tell the whole truth, and that no man ever worked harder for promotion and the interests of the road than he.

He states that after the accident he went to Lackawaxen, by the advice of friends, and then to his home in Susquehanna. Having a sister near Salamanca, his wife and friends advised and urged him to stay with his sister until the affair had blown over, and he could return in safety. He did not mean to run away.

The prisoner is small in stature, and seems reconciled to his arrest, but seems somewhat fearful that he will be rigorously dealt with.

The bodies of the victims of the disaster, who have not been identified, were placed in neat coffins, and yesterday morning were interred in Laurel Grove Cemetery, in one grave, side by side. The funeral services were conducted by Rev. Messrs. Munsfield, Botsford, and Vancleve. A large concourse of citizens followed the funeral *cortege* to the cemetery. This afternoon the funeral of David Baer, the German who was killed and burned, took place from the German Lutheran Church. His remains were interred in the cemetery.

GENERALITIES.

A Presidential Aspirant.

The only Democrat who seems to be fully up with the age is the Hon. Augustus Oakey Hall, Mayor of New York. He has bid adieu to conservatism, old-fogyism, and the notions that were in dispute before the flood, and goes forth on a new campaign with the flag of free Cuba in one hand and encouragement to American industry and genius, especially in yacht-building and sailing, in the other. He does not believe in fighting over again the battles in which the party has been beaten because it deserved to be, as do the Democrats of Pennsylvania; but he is young, progressive, original, and audacious. Who knows but that, after all, we may have to run him for the Presidency in 1872?—*N. Y. Sun.*

After Borie.

At a meeting of the Maine Historical Society, a few days since, a resolution was passed expressing regret that any officer of our Government with a sweep of his pen should endeavor to obliterate from our gallant navy the beautiful and cherished names given to our public ships on wise considerations, and which serve to perpetuate the terms appropriately applied by the native inhabitants to their streams, their mountains, their cataracts, and the familiar objects of their daily life, than which none could be more pertinent or of striking significance. The society, therefore, earnestly protests against this action of the late Secretary, and respectfully urges that the old familiar names may be restored, and that in the future naming of our armed ships due regard may be had to the use of aboriginal names, as better suited than any other to our national character and history.—*N. Y. Commercial.*

The Hoosac Tunnel.

Work on the central shaft over the Hoosac Tunnel, where the fatal accident happened two years ago, is now progressing at the rate of a foot a day. It has now reached a depth of 705 feet. New air drills are being set up which expedite the work, so that it is expected that the whole depth, 1000 feet, will be excavated by March next. At the eastern end of the tunnel they are putting up six of the improved compressed air-drills. The heading of the western end is one mile and 200 feet from the entrance. Gangs of miners are constantly at work on the headings, while others are carrying out the enlargement, 150 feet of which is made. Three hundred and sixty feet have been taken from the heading since the first of April. Last week the rock was penetrated 41 feet; this week it will probably amount to more than 50 feet. At each blast that is made on the enlargement 20 cubic yards of rock are displaced. At this rate of progression, the tunnel can be completed in three years.

Salt Fish Dinners.

The habit of eating salt fish for dinner at least once a week was universal here for more than a century, until the great influx of wealth in the heyday of our foreign commerce broke over a custom which had its origin partly in economy and partly in the patriotic principle of giving every encouragement in a business on which our support as a fishing town depended. Saturday was selected by our worthy great-grandfathers as salt fish day, as a protest against "the error of Popery," which prescribes fish or other light diet on Friday. The gentry of the ante-revolutionary period, the Lyndes and Olivers and Brownes, etc., had a social club, the members of which met weekly at each other's houses. The regulation dinner was salt fish and apple pie. This plain fare, perhaps moistened with good wine—procured in exchange for our fish from Lisbon, Cadiz, Bilboa, Madeira, etc.—or with stronger liquors from the West India Islands, was good enough to bring together the cultivated, refined, and high-bred people of that day. —*Salem (Mass.) Gazette.*

Hugo's Devil-fish.

Captain James Johnson, of the sloop Susan Brewer, which arrived at Skidmore's wharf a day or two since, brought with him a portion of an unknown seal animal, which he caught in a seine while fishing off Smith's Island, near Cape Charles. The fish, when hauled ashore, attracted the attention of every one in that neighborhood, and was pronounced by the most ancient and experienced "sea-goers" to be unlike anything of the "ocean deep" they had ever seen. In shape it resembled the butterfly, with ponderous wings, shaped like the human hand; a head formed like a bulldog's; tongue as hard as ivory, and instead of teeth two rows of solid ivory. Its measurement, from tip to tip, was twenty feet, with a tail six feet long, about the size of a telegraph wire, and resembling a black leather whip lash—weighing over one thousand pounds. It was white on the belly, but spotted all over the back with round white and black marks, about the size of a five cent piece, very much in appearance like ladies' mourning muslin, which, it is said, made it a beautiful sight while in the clear sea water. As stated above, every one who has seen this fish pronounces it a nondescript, and the only conjecture which has been made is that it must be the "devil-fish," about the existence of which much has been said, though no one in these parts has ever seen one, unless in this case.—*Washington Star.*

SECOND EDITION

LATEST BY TELEGRAPH.

Virginia and German Emigration—New Settlements Springing Up—Movements of General Sherman—Desperate Affray in Brooklyn—Market Quotations.

FROM WASHINGTON.

The Virginia State Debt.

Despatch to the Associated Press.

WASHINGTON, July 19.—The July interest on the Virginia State debt will not be paid before January next, and it has not been arranged to pay it even at that time.

Austrian Families to Settle in Virginia.

The Richmond *Whig* says:—We have information that eighty Austrian families, from the neighborhood of Vienna, are coming to settle near Richmond. They have already disposed of their effects in Austria, and are awaiting the return of their agent, who has been here recently to make arrangements for them. He is now *en route* for that country. Those already here are delighted with their prospects."

FROM NEW YORK.

Desperate Affray in Brooklyn Last Night.

Despatch to The Evening Telegraph.

BROOKLYN, July 19.—Edward Fagan and William Cullen, between whom some difficulty had existed, met in Columbia street last night, and Fagan asked Cullen to take a drink. Cullen refused. An altercation ensued. Fagan discharged a revolver in rapid succession at Cullen, one bullet nearly taking the latter's ear off, a second slightly wounding his shoulder, and a third entering his back under the right shoulder-blade, lodging in the right breast. This last bullet has not been extracted, and it is thought the wound will prove fatal. Fagan was subsequently found secreted in a house in the neighborhood, and has been locked up to await the result of Cullen's wounds. Both men are rather notorious characters.

FROM BALTIMORE.

A Wealthy Baltimorean Ill—Black Measles.

Special Despatch to The Evening Telegraph.

BALTIMORE, July 19.—John Hopkins, Baltimore's wealthiest citizen, is now at Cape May, very ill. There were rumors of his death, which are contradicted.

The black measles on the barque Olbers, from Bremen, have abated. All the sick were sent to the Marine Hospital. No adults were afflicted. Herman Hartman, third engineer on board of the Bremen steamer Leipsic, died on her arriva here of apoplexy.

FROM NEW ENGLAND.

General Sherman to Attend Dartmouth Commencement.

Despatch to The Evening Telegraph.

BOSTON, July 19.—General W. T. Sherman, accompanied by his daughter and Colonel Underwood, aide-de-camp, left here this A. M. to attend Dartmouth commencement.

The Weather at the Sea-side.

JULY 19—9 A. M.—Atlantic City. Wind northwest. Cloudy. Thermometer, 72.
Cape May. Wind east. Hazy. Thermometer, 68.
Long Branch. Wind east. Cloudy.

Markets by Telegraph.

NEW YORK, July 19.—Stocks unsettled. Money steady at 7 per cent. Gold, 136⅛. 5-20s, 1862, coupon, 123¾; do. 1864, do., 121¾; do. 1865, do., 122; do. do. new, 120⅝; do. 1867, 120⅝; do. 1868, 120⅜; 10-40s, 110⅝; Canton Co., 63; Cumberland preferred, 31½; New York Central, 210½; Erie, 29¼; Reading, 93; Hudson River, 182½; Michigan Central, 132; Illinois Central, 138½, ex-dividend; Cleveland and Pittsburg, 106½; Chicago and Rock Island, 115; Pittsburg and Fort Wayne, 151½; Western Union Telegraph, 38⅛.

Stock Quotations by Telegraph—1 P. M.

Glendenning, Davis & Co. report through their New York house the following:—

N. Y. Cent. R.	212½	Pacific Mail Steam...	82¾
N. Y. and Erie Rail..	29	W. U. Telegraph.....	36
Ph. and Rea. R......	93½	Toledo and Wabash.	73⅛
Mich. S. and N. I. R..	105	Mil. & St. Paul R....	76⅜
Cle. and Pitt. R.....	106½	Mil. & St. Paul pref..	86⅜
Chi. and N. W. com..	79¼	Adams Express......	59⅝
Chi. and N. W. pref..	94½	Wells, Fargo & Co....	21½
Chi. and R. I. R......	115	Gold...........	135¾
Pitts. F. W. & Chi. R.	153	Market dull.	

THE EUROPEAN MARKETS.

This Morning's Quotations.

By Atlantic Cable.

LONDON, July 19—A. M.—Consols for money, 93⅛, and 93¼ for account. U. S. Five-twenties, 82⅝. Illinois Central, 93½; Erie, 19⅝.

LIVERPOOL, July 19—A. M.—Cotton quiet; uplands, 12½d; Orleans, 13d. The sales to-day will reach 8000 bales. Red Western Wheat, 9s. 1d.@9s. 2d.

LONDON, July 19—A. M.—Linseed cakes, £10 5s. Tallow dull. Sugar afloat easier. Fine Rosin, 15s. 6d. Turpentine, 26s. 9d.

Westward Ho!

A colony of one hundred persons, of both sexes, passed through the city yesterday, on their way to Salt Lake City. They came from Surry county, North Carolina, and got on the train at Wytheville Depot. The women of the party largely outnumbered the men. It seemed a rough, ignorant set altogether, though perfectly in earnest.—*Lynchburg (Va.) Republican, July 14.*

Official Economy.

Ex-Governor John S. Barry, of Michigan (says a Detroit paper), won a great part of his financial reputation with the Democratic party by selling the grass in the State House Square for $3, and placing the money in the State Treasury. The Republican administrations have taken the wind out of Barry's sails, as the amount realized from "State grass" in the last fourteen years must be in excess of $500, all of which has been paid into the treasury. The present year it sold for $60.

The Sensation-Monger.

The fellow Risdon, who fulminated the heartless Powell hoax, turns out to be a miserable horse-thief of old and new standing. We trust the authorities who have him in jail will deal no less harshly with the wretch because he furnished the newspapers with a first-class sensational despatch in the very dullest of times.—*Chicago Post.*

Hard on Packer.

We owe an apology to the Hon. Asa Packer, antediluvian candidate for Governor of Pennsylvania. We thought he was a very great politician, and said so; when the fact is that he is simply a very rich man of a blameless private character. We make the *amende honorable* accordingly. We are happy to add that he has used some of his enormous wealth to found a scientific university for the diffusion of knowledge and virtue. This is noble, and makes it all the more a pity that he was a Copperhead in the war, and is now running on an antediluvian platform.—*N. Y. Sun.*

Summer Gossip.

—Many of the Newport "cottagers" drive four-in-hand.

—At Long Branch the new-fashioned bathing dresses, which are made tight, create a furore.

—Society at the majority of the seaside resorts is as cosmopolitan as it ever has been.

—The weekly hops have been begun at Lake Mahopac, where a number of New York fashionables are sojourning.

—The famous Kauterskill Falls at Catskill continue to splash and splutter for twenty-five cents per head.

—Some very beautiful Spanish ladies from the isle of Cuba are fascinating all the gentlemen at Saratoga Springs.

—Lake Memphremagog, one of the most delightful and attractive of the summer resorts, is crowded with New Yorkers, and daily the arrivals increase.

—The runaway excitements have already begun at Long Branch. Fast driving or racing should not be allowed.

—A pretty novelty displayed at Newport is a white English chip hat, ornamented by a coronal of begonia leaves beautifully shaded in green and brown.

—At Niagara Falls permanent visitors are few, and the brides and bridegrooms have the spacious parlors and cosy bow windows all to themselves.

—Governor Hoffman fluctuates between Albany and West Point, and frequently arrives at Saratoga "on the fly."

—Boston wealth and fashion flaunt and flutter in approved style at Swampscott and Nahant. The beauty of the "Hub" is also well represented.

—Vermont offers very many attractions and inducements for summer visitors, and tourists have not been slow to find it out this season.

—The most enjoyable features of the season at Newport are the morning musical parties at the cottages once a week.

—Old newspapers, bills of fare, etc., are eagerly secured by the ladies at all the fashionable resorts for curl papers.

—"Those Lords, Counts, and Barons" at Saratoga are followed by matching mammas and a bevy of daughters from pillar to post. The title of "Baron" is frequently applicable to the intellect of these imaginary noblemen.

—At Niagara, the recent heavy rains have stirred up the lake so that the Falls just now are somewhat dirtier than usual, except in the centre of the Horse Shoe Fall, which is always green.

—Imitation jewelry is very much in vogue at the watering places this summer—the ladies arguing that, as it is cheap, they can afford a set for every change of toilette.

—The Union Hotel at Saratoga has engaged a couple of hunters, who, from the 9th to the 15th instant, had added nearly two hundred woodcocks to the Union larder.

—Blondes should never wear white felt hats with crape around them. Straw is much more becoming.

—At Narragansett the pretty Rhode Island girls sensibly perambulate in short pique suits, large straw hats, white pongee umbrellas, stout shoes, and gauntlet silk gloves.

—Jackets of red flannel, trimmed by pinking, interlined with black on edge, collar and cuffs, are worn at the sea-side.

—At Newport the ladies of fashion carry neat little velvet memorandum books for noting down all engagements to ride, dance, or for excursion and picnic parties.

—A seaside hat of English leghorn has a cluster of bluish roses on the left side, with a long white scarf of blue gauze, *a la* Donna Maria, which can be wound around the brim, veiling the face. The price of the hat is $25.

—Cold Sulphur Springs, Va., are frequented by people afflicted with incurable disorders. Many people of distinction are visitors there.

—Round-about swings, or, as they say down East, "fandangos," have been erected near the Atlantic House, Cape May.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH,
Monday, July 19, 1869.

The condition of the weather and the absence of many of our leading business men from the city combine to give a dull appearance to things generally, and the Money market shares in the general feature. The applications for loans were unusually light, and, with moderate supplies, there is an easy feeling in the market. Rates, however, continue firm, notwithstanding the increasing ease in money, and this tends to limit the transactions to absolute wants. Among the brokers money moves freely, and in them the banks have good customers for all they can supply at present rates.

We quote call loans on Government securities at 6@7 per cent., chiefly the latter, and discounts for good marketable business paper at 8@10 per cent.

There is little activity in gold to-day, but the market is very strong at 136⅛, with little variation.

In Government bonds we hear of limited sales only, but prices are generally steady.

A rumor has been for some days current on the streets to the effect that the Pennsylvania Railroad has secured sufficient of the Reading Railroad stock to enable it to control the market, but we fail to trace the rumor to any reliable source. In fact, the shares fell off to-day, and this report must have originated with the bulls.

The Stock market was sluggish, and prices had a downward tendency. State loans were neglected. City sixes were steady at 100¼ for the new issues, and 95 for the old. Lehigh gold loan sold at 96.

Reading Railroad was dull at 46·56. Pennsylvania Railroad sold at 56⅝@56⅞; Lehigh Valley Railroad at 56¼; and Little Schuylkill Railroad at 42; 53½ was bid for Minehill Railroad; 36¾ for Catawissa Railroad preferred; and 31 for Philadelphia and Erie Railroad.

Canal shares attract but little attention. Sales of Lehigh Navigation at 36@36¼; 21 was offered for Schuylkill Navigation preferred, and 10 for Susquehanna.

Coal shares were neglected. 4¾ was bid for New York and Middle; 5 for Shamokin; 5 for Fulton; and 46 for Locust Mountain.

Bank stocks were in fair request. North America sold at 233; Mechanics at 32¾; and Girard at 56½.

Nothing was done in Passenger Railway stocks.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street

FIRST BOARD.

$3500 City6s, New.ls. cash	100¼	300 sh Read R. b5.ls.	46¾
$500 do	100¾	100 do.....s15.	46⅝
$1000 Alle Co 5s....	74½	100 do......b4.	46·69
$3000 Leh gold l....	96	400 do...ls.b60.	46⅞
$500 do..........	96½	100 do......s5.	46¾
$2000 Ph & E 7s...s5.	86	100 do......2d.	46⅝
4 sh Bk N Am.3d.	233	100 do..........	46⅝
3 sh Mech Bk.....	32¾	100 do......s5.	46½
20 do.........	32¾	100 do.......b3.	46½
1 sh Girard Bk....	56½	700 do...ls.s10.	46·56
109 sh Penna R..ls.	56⅝	300 do.......ls.	46·56
100 do.........	56⅝	17 sh Leh Val R....	56¼
109 do.........	56½	280 do.........	56¼
150 sh Lit Sch R.ls.	42	200 sh Leh St c....ls.	36
		200 do...ls.b60.	36¼

—NARR & LADNER, Bankers, report this morning's Gold quotations as follows:—

10·00 A. M.	136⅛	10·30 A. M.	136⅛
10·05 "	136⅜	11·10 "	136⅜
10·10 "	136¼	11·45 "	136⅛
10·15 "	136⅜		

JAY COOKE & Co. quote Goverment securities as follows:—U. S. 6s of 1881, 120¾@121¼; 5-20s of 1862, 123⅛@123⅝; do., 1864, 122@122¼; do., Nov., 1865, 121⅞@122⅛; do., July, 1865, 120⅜@120⅝; do., 1867, 120⅝@121; do., 1868, 120⅜@120⅝; 10-40s, 110⅜@110⅝. Pacifics, 107⅝@108⅛. Gold, 136⅛.

Messrs. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 120¾@121; do. 1862, 123⅛@123¾; do. 1864, 121⅞@122⅛; do. 1865, 121⅞@122; do. 1865, new, 120@⅛120⅜; do. 1867, new, 120⅝@120⅝; do. 1868, 120⅛@120¾; do. 5s, 10-40s, 110⅜@110⅝; U. S. 30 Year 6 per cent. Cy., 107⅝@107⅞; Due Comp. Int. Notes, 19¼. Gold, 136@136⅛; Silver, 130@131.

Messrs. WILLIAM PAINTER & Co., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881, 120⅝@120⅞; 5-20s of 1862, 123⅛@123⅜; do. 1864, 121⅞@122; do. 1865, 121⅞@122; do. July, 1865, 120⅛@120⅜; do. July, 1867, 120⅛@120⅜; do. July, 1868, 120⅛@120⅜; 5s, 10-40, 110⅜@110⅞. Gold, 136@136⅛.

NEW YORK MONEY MARKET.

The following extracts show the state of the New York money market on Saturday:—

From the Herald.

"The tendency of the Money market to an easier condition observable at the close of business last week under the application of the power of the law to repress usurious rates of interest was suddenly confirmed by the announcement that the Secretary of the Treasury would increase his disbursements of currency by the purchase of nine millions of bonds additional to those for the sinking fund. The effect was electrical upon the street, and produced the greatest cheerfulness among those who had begun to fear that the disorder of the money market was only the forerunner of a commercial panic. The rate on call ranged from fix per cent. to seven per cent., according to the class of collaterals. Even gold interest was exceptional. Of course these are still high rates for the period—the money rate in the corresponding week of last year being four pea cent.—but after the extravagant and extraordinary figures of the recent stringency, the street is satisfied and content. The promise of an easy money market for the rest of the summer is made in the condition of the banks as shown by their weekly statement. Of course the legal rates will not be had, nor can the street be induced to indulge in them again, after the very proper measures taken by the District Attorney and the Grand Jury for the repression of future if not the punishment of past infractions of the law. The excitement in the government market was very great on Monday upon this announcement from Washington, and the 67's rose some two per cent. upon Saturday's night's prices. Although they afterward fell off during the week under previous rumors and 'bearish' influences, they closed nearly up to the highest point. Some feeling is manifested because the Treasury purchases are not extended to all the issues, currencies and ten-forties, as well as five-twenties. The sharp advance in the domestic five-twenties led to realizations upon them and a transfer of the investment and speculative interest to the 62's and the other clases of bonds, which resulted in producing more equalization of prices. The reduction of the national debt and the proposed purchases for July have not induced any very large inquiry abroad; but despite the stagnation of the Royal Exchange in the summer season and the almost total cessation there of speculative operations, our Five-twenties in London advanced to 82⅝. According to more detailed figures, the total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source during the fiscal year ending with June 30, 1869, were $158,287,177. The customs yielded, same time about $182,000,000 in gold. The miscellaneous revenue of the fiscal year yielded about $30,000,000, making a grand total income for the year ending June 30, 1869, of about $370,000,000. The receipts from excises up to last week for the current fiscal year, commencing with July 1, 1869, have been about $14,000,000. The gold market opened with great firmness, in consequence of the strength of foreign exchange, rates for which advanced to 110¼ and 110⅜, respectively, for sixty day sight sterling bills, and in answer to the reports of large engagements of specie for foreign shipment. The amount sent during the week was nearly two millions. A 'bull' movement seems to have been founded upon the expectation that the shipments for the rest of the summer will be in as great if not a greater proportion, and, as usual in the outset of such an undertaking the speculators ran the price down by reports that the Government, reserving, as it did, the right to reject all proposals for the sale of bonds, would not accept any at the unreasonable advance in prices, while the lowering or the rate of discount by the Bank of England to three per cent also assisted their plans. The result was a decline to 135⅛, and a subsequent reaction to 136, the price closing at 135⅞ on Saturday night. The difference of only a half per cent. between "long" and "short" sterling, or the apparent advance in the price of the former, is due to the reduction of the English discount rate."

Philadelphia Trade Report.

MONDAY, July 19.—Bark is offered at $47 per ton for No. 1 Quercitron, without finding buyers.

Seeds—Cloverseed ranges from $9@9·50; Timothy, from $5@5·50; and Flaxseed, from $2·60@2·65.

The Flour market is still in an apathetic condition, but prices are well sustained, owing to the light receipts and stocks. A few hundred barrels were purchased by the local trade at $5·25@5·37½ for superfine, $5·50@5·87½ for extra, $6@7·50 for common and choice Iowa, Wisconsin, and Minnesota extra family; $6@8·25 for Pennsylvania, Illinois, and Ohio do. do.; and $9@10·50 for fancy brands, according to quality. Rye flour sells at $6·12½@6·25.

There is not much activity in Wheat, and prices are drooping; small sales of new red at $1·45@1·55. Rye is lower and closes at $1·40 for Western. Corn is less active and lower; sales of 3000 bushels Western mixed at $1·05@1·07, and 2000 bushels yellow at $1·10; 1000 bushels damaged sold at 93c. Oats are unchanged; sales of 2000 bushels at 78@80c. for Western, 76 for Pennsylvania, and 75c. for Southern.

Nothing doing in Barley or Malt.

Whisky is dull, and offered at $1@1·05 per gallon, tax paid.

Philadelphia Cattle Market.

MONDAY, July 19.—There was less urgency in the demand for beef cattle to-day, but prices generally were without quotable change. Sales of choice at 9½c.; fair to good at 8½@9c.; prime at 7@8c.; and common at 6@7c. ℔ lb gross. Receipts 1982, head. The following sales were reported:—

Head.
87 Owen Smith, Western, 8½@9½.
90 A. Christy & Bro., Western, 8½@9½.
46 Dengler & McCleese, 7@8½.
165 P. McFillen, 8@9½.
100 P. Hatheway, 8@9½.
66 Zames S. Kirk, Chester county, 8@9.
109 James McFillen, Western, 8@9½.
47 B. F. McFillen, Western, 9@9½.
75 E. S. Millen, 8@9½.
162 Martin, Fuller & Co., 7½@9½.
110 Mooney & Smith, 8@9½.
90 Thomas Mooney & Bro., 7@8½.
88 H. Chain, Western Penna., 6@7½.
90 J. & L. Frank, Western, 7½@8½.
100 Frank & Schomberg, 6½@8½.
95 Hope & Co., 7½@9.
30 M. Dryfoos & Co., Pennsylvania, 7½@8½.
58 Elkon & Co., Virginia, 6@7.
13 J. Clemson, Western, 7½@8½.
22 D. Branson, Chester county, 6½@7½.
18 Blum & Co., Virginia, 7@8.
31 Chandler & Alexander, Chester county, 7@9.
15 A. Kimble, Chester county, 7@9.
38 S. Frank, Virginia, 7@8.
40 John McArdle, Western, 6½@8½.
15 James Aull, Western, 7½@8½.

Cows and Calves were steady at $45@75; Springers at $40@65; receipts, 150 head.

Sheep met a fair demand at last week's figures; sales of 10,000 head at 4½@6½c. per lb. gross.

For Hogs there was no falling off in the demand and prices advanced; sales at $13·50@14 per 100 lbs. net.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

[BY TELEGRAPH.]

NEW YORK, July 19.—Arrived, U. S. steamship Guerriere, from Rio Janeiro. She brings 65 destitute American citizens from there as passengers.

FATHER POINT, July 19.—Arrived, steamships Nestorian, from Liverpool, and Britannia, from Glasgow.

(*By Atlantic Cable.*)

QUEENSTOWN, July 19. — Arrived, steamship Samaria, from New York.

LONDONDERRY, July 19.—Arrived, steamship Moravian, from Quebec.

PORT OF PHILADELPHIA..............JULY 19.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M..........74 | 11 A. M..........78 | 2 P. M..........76

CLEARED THIS MORNING.

Brig Josephine, Forbes, Truro, N. S., C. C. Van Horn.
Schr Royal Oak, Errickson, Providence, Caldwell, Gordon & Co.
Schr Florence Howell, Fennimore, Boston, do.
Schr E. G. Willard, Parsons, Portland, Day, Huddell & Co.
Schr Jas. A. Parsons, Clark, Charlestown, do.
Schr Fannie, Blake, Portland, do.
Schr Jane, Haskell, Boston, do.
Schr Hamburg, Westcott, Hartford, J. Rommel, Jr. & Bro.
Schr Mary Haley, Haley, Boston, do.
Schr J. H. Bartlett, Harris, Fall River, do.
Schr Robin Hood, Adams, Norwich, do.

ARRIVED THIS MORNING.

Steamship Fanita, Brooks, 24 hours from New York, with mdse. to John F. Ohl.
Brig Kossack, Elliott, 25 days from Pensacola, with lumber to S. L. Merchant & Co.
Schr Marshall Perrin, Packard, from Gardiner, Me., with ice to Pennsylvania Ice Co.
Schr N. & H. Gould, Crowell, from Gardiner, Me., with ice to Knickerbocker Ice Co.
Schr J. V. Wellington, Chipman, 6 days from Gardiner, Me., with ice to Knickerbocker Ice Co.
Schr James Barrett, Nickerson, 13 days from Gardiner, with ice to Knickerbocker Ice Co.
Schr Emma L. Porter, Sparks, 8 days from Saco, with ice to Knickerbocker Ice Co.
Schr Hiawatha, Lee, 8 days from Newburyport, with mdse. to Knight & Sons.
Schr Ruth Halsey, Perry, 7 days from New London, with oil to Landell.
Schr Ellen Holgate, Golding, 6 days from Oregon Mills, N. C., with lumber to Norcross & Sheets.
Schr Oriole, Baker, 6 days from Boston, with ice to captain.

BELOW.

Brig J. D Lincoln, from Caibarien.

MEMORANDA.

Steamship Brunette, Howe, hence, at New York yesterday.
Brig W. R. Sawyer, hence, at Boston yesterday.
Schrs Ephraim and Anna, Doyle; H. Baker, Crowell; and J. D. McCarthy, Simpson, hence, at Boston 17th inst.
Schr Georgia, Cotwell, hence, at Satilla, Ga., 9th inst.
Schr Jas. L. Maloy, Russell, for Philadelphia, sailed from New Bedford 15th inst.
Schr C. & C. Brooks, Brooks, hence, at Pawtucket 15th instant.
Schr Surge, Warwick, for Philadelphia, sailed from Newport 16th inst.
Schrs E. H. Barnes, Avery, and Westmoreland, Rice, for Philadelphia, sailed from Providence 16th inst.
Schr A. J. Fabens, Bragg, for Philadelphia, sailed from Newburyport 16th inst.
Schr J. Truman, Gibbs, hence, at New Bedford 16th instant.
Schr Argus Eye, Thompson, hence, at Providence 16th instant.
Schrs P. Boice, Adams; J. S. Shindler, Lee; and George Taulane, Adams, from Boston for Philadelphia, sailed from Holmes' Hole 15th inst.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals Upon Current Topics—Compiled Every Day for the Evening Telegraph.

CONDITION OF THE LABOR MARKET.

From the San Francisco Times.

The mass of information relative to the industrial condition of the State, furnished in the annual report of the Labor Exchange, is no less interesting than important; and seeing the immense benefits which that institution has conferred upon employers and employed, it becomes a matter for surprise that we should have so long neglected to avail ourselves of its advantages. The first thing that strikes us, in perusing this report, is the extraordinarily large number of applications and orders filled. During the time the Labor Exchange has been in operation—a period of some fourteen months only—employment has been found for 18,600 persons, of whom 14,662 were men and 4021 women.

The Labor Exchange of New York, during the past year, found employment for 31,143 persons, of whom 18,114 were males and 13,029 females. And yet, upward of 200,000 immigrants arrived last year in New York. It will be seen that the proportion of women is much larger in the Eastern labor market than it is here, though we must not forget that there are in this city many employment offices, which probably withdraw a large number of women from the operations of the Labor Exchange.

The most significant fact shown by the report, however, and the most interesting, in connection with a question which is destined to enter largely into the politics of the time, is the effect of Chinese labor upon the labor market. During the last year demagogues have been busily engaged in prognosticating all kinds of evil from the influx of Asiatics. We have been told that they were taking the bread from the mouths of white men and women. We have been assured that the employment of Chinamen as domestics was driving away industrious and capable white girls, whose places were filled by the hateful, economical Mongol. Pictures have been drawn of able-bodied immigrants reduced to beggary in our streets, and an attempt has been made to create the impression that, so far as the labor market was concerned, John Chinaman had emulated Cæsar, and had come, seen, and conquered. And now what are the sober facts, as shown by figures which neither labor leaguers nor politicians can get round? *The Chinese element has exerted no appreciable influence upon the labor market.* All through the year the demand, in every class of occupations, has been steadily in advance of the supply. Although it is known that Chinese are largely employed as cooks and house servants, the demand for white girls has been constant, and invariably in excess of the supply. Nor has the rate of wages been affected at all. The prices paid to housemaids, laundresses, nurses, cooks, seamstresses, chambermaids, etc., vary from $20 to $35 and $40 per month, with board, and still the cry is for more women. Over four thousand have been absorbed during the past year, and the demand is as active as ever. The report of the Labor Exchange contrasts the wages paid to demestics here and in England, and, as we think, rather overstates the amounts paid in the old country. We believe that from $25 to $35 a year is nearer the average than from $40 to $50; and though domestics in California earn more in one year than their less fortunate sisters can in *ten* years, they are not content.

But there is another stubborn fact for the consideration of the anti-coolie leagues, to be found in this report. Not only does it appear that the labor market has not been affected by the importation of Chinese, but we are told that "the fact is that both skilled and unskilled labor has been for some months past *rising in value.*" The needs of the country, now beginning to be opened up in all directions, cannot be supplied by the tide of immigration; and, though resort has been had to Chinese labor, the fact that the supply of white labor has been inadequate to meet the demand for it, proves that at least no bread has been taken out of the mouths of any white persons who have passed through the hands of the Labor Exchange.

The opening of the Pacific Railroad has not brought the great influx of laborers that was expected. No doubt large numbers of those who were employed on that enterprise have been retained in the interior to assist in the construction of other lines. Some have gone East; some have drifted off to settlements along the railroad; some have gone to White Pine to try their luck.

In comparing the statistics of the California and the New York Labor Exchange, one significant point of difference is observable. At New York the excess of applications for employment over engagements last year was 4983. In San Francisco the excess of orders over applications during the same period, was 4838. That is to say, New York was unable to find employment for nearly five thousand applicants, while San Francisco was unable to fill nearly five thousand orders.

In considering the expectations of a large emigration over the Pacific Railroad, the difficulties of the way must be borne in mind. Three things are absolutely necessary to the establishment of such an immigration, viz.: convenient emigrant cars, low fares and quick travel. Up to the present time the railroad companies have seemed to consider that they had done their whole duty when they furnished emigrant trains, and no regard has been paid to the question of speed or the comfort of the passengers. The cost of provisions is generally an important item with emigrants, yet they are systematically delayed five and six days on journeys that should not occupy more than two at the most. The report of the New York Exchange of last year, alluding to this question, says:—

> "At present fast freight trains occupy less time in travel than those carrying emigrants, and some of these trains, freighted with human beings, are compelled to give right of way to cattle trains.",

It is evident that with such a system we can never hope to secure our share of overland immigration. Arrangements should be perfected for hurrying emigrant trains through on schedule time, and an endeavor should be made to send them over the road at such a rate as will lessen as much as possible the dangers from the breaking out of illness on board the cars, which must always be taken into consideration where great numbers of persons are packed together.

ASA PACKER—DANIEL E. SICKLES—HORACE GREELEY.

From the N. Y. World.

The Democratic nominee for Governor of Pennsylvania happily vindicates the wisdom of his selection and assures his success before the people, alike by the praise which springs spontaneous from the lips of his friends and by the admissions compelled by his worth from the worst of his enemies at the very mention of his name.

Says the *Tribune*, in enforced praise of the man:—

> 'Asa Packer, a smart Connecticut boy of old-fashioned Yankee stock, left his native State when seventeen years old, with some $19 in money and clothing of about equal value, and brought up in Susquehanna county, North Pennsylvania, where he apprenticed himself to learn the trade of carpenter and joiner, which he followed for some years thereafter, marrying in due season, and buying a tract of wild land, which he proceeded to clear and till. At length he pulled up stakes and struck for Mauch Chunk, the heart of the Lehigh coal region, whence he ran a coal boat to Philadelphia, then started a store, and soon engaged extensively in buying coal lands, building railroads, etc., etc., whereby he grew rapidly and enormously rich. He is now worth at least twenty millions of dollars, and we believe he came honestly by them. Though we do not belong to his thrifty class, we appreciate them as useful men, and believe the world is better for their existence."

Though clumsily told, this brief story of the facts of Asa Packer's life—to which, it will be seen, it does insufficient justice—contains yet enough to demoestrate the mould and mettle of the man, and that ability and integrity in the discharge of his own affairs which will guarantee his worthy oversight of those of his adopted State.

Nevertheless, in what follows this reluctant summary of Asa Packer's career, the comments are so double-edged as to wound the hand that wrote them. In his feeble effort to break the force of his own statement, the *Tribune* proceeds to remark:—"We don't like the idea of making a Governor out of one whose chief distinction is the ownership of twenty millions of dollars." Nor does the Democratic party like or propose to entertain any such idea, Mr. Greeley. The "chief distinction" of Asa Packer's life is far from the accident of his wealth. It rests in the sagacity and honor and honesty with which he attained this wealth, and upon the noble philanthropy with which he has dispensed it. Yet there is "an idea," there is a "chief distinction," which this critic does like, and on the embodiment and possession of which he bases his "personal esteem, respect, and friendship." The man who slurs Asa Packer slavers Daniel E. Sickles. The one is in his view unfit to be Governor. The other is proper to be Minister to Spain and the recipient of praise in the *Tribune* and of the greeting and praise of its editor. For the gentleman, Christian, and philanthropist, Mr. Greeley has suspicion, sneers, and abuse. For the libertine, mail-robber, pimp, panderer, adulterer, murderer, defaulter, and mutineer, Mr. Greeley has "personal esteem, respect, and friendship."

Mark the difference! Asa Packer left home and embarked in life with his entire youthful savings netting seventeen dollars. Daniel E. Sickles began at about the same age with $100 extorted from the credulous generosity of Peter Cooper. This generosity he abused by squandering the money, which was a loan, in such licentious courses as led the man of whom he had borrowed it, and who would have willingly doubled the amount to an honest debtor, to cut him off forever. At the period when Asa Packer was "apprenticed to a carpenter and joiner," Daniel E. Sickles was a budding burglar of the mortgage of a trust estate, for the theft of which he stands indicted at the bar of his native city to-day. When Asa Packer "had married in due season," Daniel E. Sickles was living in open commerce with a public prostitute, and is credibly reported to have solicited for her from others such attentions as he gave her himself. At this stage, it was Packer the mechanic and Sickles the pimp.

While Asa Packer was "clearing wild land and tilling it," Daniel E. Sickles was robbing the Broadway Post-office and sitting cheek-by-jowl with his and the public's trull in the Assembly Chamber at Albany.

While Asa Packer was amassing wealth and distributing it with a discrimination and abundance to which the benefactions of Mr, Peabody alone are equal, Daniel E. Sickles, having been pimp, burglar, mail robber, ballot-box stuffer and defaulter, became in quick and suitable succession adulterer and murderer and Radical.

Among the acts which Asa Packer has done to attract the distrust of Mr. Greeley, has been the endowment with half a million dollars a university in which the youth of his State are gratuitously educated in all the practical sciences, and in the principles and practibes of a business career. As the outcome of his magnificent bounty, the Lehigh valley is filled with happy homes to-day—homes whose heads or whose sons he has educated, and to whose success in life, and to whose standing and eminence in this age, his benevolence has chiefly contributed. Impoverished men and women, destitute orphan children, deserving and struggling charities, needy churches of all Christian faiths, know the name of Asa Packer only to bless it. He has maintained them from the riches which Heaven has rewarded his honorable and industrious labor, and ten thousand subjects of his lavish generosity to-day rise up and call him blessed from all parts of the Keystone State.

Among the acts which Daniel E. Sickles has done to win "the personal esteem, respect, and friendship" of Mr. Greeley are the robbery of his patron, the burglary of a mortgage, the pillage of the mails, the open endearment and companionship of a wanton, the adultery of decades, murder, and the reconsecration of a dishonored marriage bed.

It is fit that Mr. Greeley should contemn a Packer with the same lips with which he caresses a Sickles.

THE INCOME TAX—WHY NOT ABOLISH IT?

From the N. Y. Herald.

Several journals have lately published lists of the income returns of certain wealthy citizens. These returns are in many cases such as would stagger the faith of Quetelet and Buckle in the modern science of statistics. It has been said that figures, like dead men, never lie; but the very reverse would appear to be the truth if the figures relate to returns of this kind. A personal income tax is odious in all countries, and particularly so in the United States. In this free country a less offensive method of meeting the expenditures of the Government should be devised. It is here regarded as so manifestly inconsistent with the spirit of our institutions that scarcely any man scruples to evade its provisions. The fact is notorious that where this tax is levied on the sworn statement of individuals, it fails to come up to the true amount. The discrepancy between a return by the tax-payer of millions for one year and zero for another is too glaring not to provoke public attention. Moreover, only Government employes and salaried men have to pay the full amount. In the case of the former, the tax is levied on their monthly salaries and deducted from sums due to them. It is, in fact, collected in advance. Men not in Government employ are tempted to keep no account of their income and forget conveniently what they receive. In their case no proof of fraud exists. It is not uncommon for men living in fashionable style, keeping equipages and several servants, to return to the assessors an income of but a few hundred dollars. Those who ought to pay most escape scot free, while men whose incomes are known to be moderate are heavily overburdened. There is no way of remedying this inequality or of collecting the Government dues fairly and fully.

The income tax is levied on all incomes exceeding one thousand dollars. Take the case of an average family, which is estimated to consist of five persons, and the income payable by the father of the family is only two hundred dollars per head. Now, the necessary expenses of an individual in these times of high prices and depreciated currency are much greater than this sum; so that the tax on incomes, so called, is really a tax on expenditures. In other words, it is a tax on what has been expended for the necessaries of life—a tax which becomes, in the strong language of Adam Smith, "a curse equal to the barrenness of the soil and the inclemency of the heavens." It must thus be classed with those taxes which necessarily fall either on wages or on profits. In proportion as they diminish wages they must equally diminish the comforts and enjoyments of the largest and most important class in society, spreading pauperism, misery, and crime throughout the country; and, as an able writer on political economy declares, "they cannot diminish profits without occasioning a corresponding diminution of the power to accumulate capital, and without also stimulating its transfer to those countries in which taxation is less oppressive." In the United States, where we can boast of a boundless extent of fertile and unappropriated land, and where no feudal privileges fetter the employment of industry or retard the accumulation of wealth, such taxes on the necessaries of life are at present less injurious than in the smaller and more densely populated countries of Europe. But even here the rapid increase of our population and the steady narrowing of our unoccupied territory will ultimately make such taxes a grievous burden. The flagrant injustice of an income tax which can be so unequally administered that the income returns of half a dozen wealthy citizens in New York exceed the total amount of the income returns of New Orleans is already patent. The income tax will expire by its own limitation next year, but why should not the coming Congress abolish it at once?,

NO CHANGE.

From the N. Y. Tribune.

A friend of General F. P. Blair's has revived a letter, written by that gentleman in 1865, to show that his respect for the Confederate heroes, which he manifested so offensively at the Long Branch banquet, is no new thing, but a feeling which he has always cherished. The letter in question is one introducing a clergyman who purposed erecting a "monumental cathedral" in honor of the Rebel dead, and Mr. Blair saw nothing to disapprove, but much to admire, in this effort to consummate (commemorate?) their virtues of consistency and courage." The clergyman's name is not given, but we presume he is the Rev. Mr. Rogers of Memphis, well known for some time as an advanced Ritualist, and now a Roman Catholic, whose project for a monumental cathedral attracted, about four years ago, a good deal of interest. Mr. Rogers proposed that the surviving friends of Confederate warriors should be allowed to erect in the church statues, memorial windows, tablets, etc., inscribed with the names of any individuals whose deeds they chose thus to honor; so that there was no reason why Booth, Wirz, or any of the vilest agents of the secession conspiracy might not receive a sort of canonization, and the gorgeous rays through tinted panes shed down upon the worshippers an honorable reminiscence of treachery and murder. General Blair saw nothing to disapprove this this, and much to commend. We can respect the personal character of the men against whom we fought, but we don't see why they must be honored precisely because of their errors and offenses. The kindest thing we can do for them is to forget their past deeds, and look only to their present and their future.

General Blair's mistake is that of all the Democratic politicians. They are constantly straining their eyes to look beyond the line; when the war was at its height, they watched for salvation not in the national arms, but in the debates of Jeff. Davis' Congress. While our soldiers were laying down their lives for the Union, these foolish politicians were treasonably corresponding with the Rebel President. Mr. Pollard has recently told us of the mass of letters from Northern Democrats hidden away in Mr. Davis' private archives; of their offers to subsist the Southern armies out of our granaries and warehouses; and of the complete understanding between the Richmond Government and certain members of the Democratic National Convention of 1864. Anybody who doubts that an important section of the Democracy were intriguing during the war to secure the triumph of the Southern arms, can easily have his doubts removed by Mr. Pollard. Their fault was the same as Mr. Blair's; like the Bourbons, they neither learn nor forget. They cannot forget that the Northern Democracy, for years, pinned its hopes of success upon the favor of the South, flattered it, fawned upon it, obeyed its slightest wish. They cannot learn that war and emancipation have changed the whole aspect of the political field, and no party can now become established in power except by identifying itself with the interests of all the loyal portion of the country.

THE BETTER WAY.

From the N. Y. Sun.

Some gentlemen from Canada have just arrived in Washington to talk over the subject of a new reciprocity treaty. Mr. Secretary Fish has welcomed them with the dignity and urbanity of a gentleman of the old school, and they are now solemnly deliberating on the provisions which they would like to have incorporated in a new convention. But if they make a treaty, will it be ratified? That is not so certain. Mr. Fish may think he can get it through, but so thought Mr. Seward about Reverdy Johnson's Alabama treaty, until the Hon. Charles Sumner knocked it higher than a kite. We don't believe that the sort of reciprocity which is now contemplated can fare much better.

But if our Canadian friends wish to make a treaty that will pass Congress and stand for a thousand years, let them negotiate for the admission into the American Union of the Canadas, Nova Scotia, New Brunswick, Prince Edward Island, Cape Breton, Newfoundland, Labrabor, British Columbia, the Hudson's Bay Territory, Prince Rupert's Land, and all the rest of the continent north of the present frontier. That would make six or seven new States of the Union to start with, having Congressmen, Governors, Lieutenant Governors, United States Senators, Judges, spies upon Cuban filibusters, custom house officers, postmasters, mail contractors, and internal revenue officers without number. What a prospect this would open to the ambition of the great men and patriots of the Dominion! As for the new State Legislatures, the present members of the Provincial and Dominion Parliaments are already sufficiently corrupt to enter into immediate competition with the best that we have to show on this side of the line. In swindling railroad concerns the Canadians are also fully our equals. Indeed, there is no great obstacle to the immediate conclusion of a treaty of annexation.

Such a treaty might be finished before the meeting of Congress in December, and consummated in season for the Hon Joseph Howe, the eloquent statesman of Nova Scotia, to be appointed Secretary of the Navy in Mr. Robeson's place before the end of President Grant's first year of office; and we will undertake that he will not be in office half an hour without revoking Borie's illegal order giving British names to American ships. Let the Canadian Commissioners reflect seriously on this subject. If their overtures for annexation are cautiously made, we have no doubt Mr. Fish will receive them in a kindred spirit. By this means they will get a real and not a sham reciprocity; and they may be sure that their constituents will never be in danger of losing again the advantages secured for them by their efforts.

WINES.

HER MAJESTY CHAMPAGNE.
DUNTON & LUSSON,
215 SOUTH FRONT STREET.

THE ATTENTION OF THE TRADE IS solicited to the following very Choice Wines, etc., for sale by
DUNTON & LUSSON,
215 SOUTH FRONT STREET.
CHAMPAGNES.—Agents for her Majesty, Duc de Montebello, Carte Bleue, Carte Blanche, and Charles Farre's Grand Vin Eugenie, and Vin Imperial, M. Kleeman & Co., of Mayence, Sparkling Moselle and RHINE WINES.
MADEIRAS.—Old Island, South Side Reserve.
SHERRIES.—F. Rudolphe, Amontillado, Topaz, Vallette, Pale and Golden Bar, Crown, etc.
PORTS.—Vinho Velho Real, Vallette, and Crown.
CLARETS.—Promis Aine & Cie., Montferrand and Bordeaux, Clarets and Sauterne Wines.
GIN.—"Meder Swan."
BRANDIES.—Hennessey, Otard, Dupuy & Co.'s various vintages. 4 5

CARSTAIRS & McCALL,
Nos. 126 WALNUT and 21 GRANITE Streets,
Importers of
BRANDIES, WINES, GIN, OLIVE OIL, ETC.,
AND
COMMISSION MERCHANTS
For the sale of
PURE OLD RYE, WHEAT, AND BOURBON WHISKIES. 5 28 2p§

CARSTAIRS' OLIVE OIL—AN INVOICE of the above for sale by
CARSTAIRS & McCALL,
5 28 2p§ Nos. 126 WALNUT and 21 GRANITE Sts.

PIANOS, ETC.

SCHOMACKER & CO.'S PHILADELPHIA GRAND, SQUARE, AND UPRIGHT PIANOS are universally acknowledged to be the *best* instruments made, and have been awarded the *highest premiums* at all the principal Exhibitions ever held in the country. Our extensive facilities for manufacturing enable us to offer *great inducements.* Call at our beautiful warerooms, No. 1103 Chesnut street, and examine our extensive stock of *Superior Rosewood Pianos.*
THE BURDETT ORGAN.
P. S.—We have secured the agency for the sale of the *Celebrated Burdett Organ.* It has no rival. The superiority of these instruments over all others is so great that we *challenge contradiction.* Call and examine them before purchasing elsewhere.
The Grand Piano selected by Mrs. Lincoln for the White House eight years ago is now at our warerooms on exhibition, where it will be shown to any one having a desire to see this *historic relic.*
N. B.—New and second-hand Pianos to rent. Tuning and moving promptly attended to. Send for Descriptive Circular.
SCHOMACKER PIANO MANUFACTURING CO.,
6 1 mwslm 1103 Chesnut street.

ALBRECHT, RIEKES & SCHMIDT, MANUFACTURERS OF FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
8 2§ WAREROOMS, No. 610 ARCH Street.

LOOKING GLASSES, ETC.

ESTABLISHED 1795.
A. S. ROBINSON,
FRENCH PLATE LOOKING-GLASSES,
ENGRAVINGS,
BEAUTIFUL CHROMOS,
PAINTINGS,
Manufacturer of all kinds of
LOOKING-GLASS,
PORTRAIT, AND PICTURE FRAMES.
NO. 910 CHESNUT STREET,
3 1§ Fifth door above the Continental, Phila.

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
The estate of CHARLES W. CHURCHMAN, deceased.
The Auditors appointed by the Court to audit, settle, and adjust the account of Eliza Churchman, John Welsh, William Rotch Wistar, and Charles J. Churchman, Executors of the last Will and Testament of CHARLES W. CHURCHMAN, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment on TUESDAY, the 20th day of July instant, at 11 o'clock A. M., at his office, No. 118 S. SIXTH Street, second story, in the city of Philadelphia.
7 8 m5t EGBERT K. NICHOLS, Auditor.

IN BANKRUPTCY.—EASTERN DISTRICT of Pennsylvania, ss., at Philadelphia, the 15th day of May, A. D. 1868.
The undersigned hereby gives notice of his appointment as assignee of WILLIAM H. CARY, of Philadelphia, in the county of Philadelphia, and State of Pennsylvania, within said District, who has been adjudged bankrupt upon his own petition, by the District Court of said District.
A. W. RAND,
7 12 m3t No. 124 N. SIXTH Street, Philadelphia.

IN BANKRUPTCY.—EASTERN DISTRICT of Pennsylvania, ss., at Philadelphia, the 15th day of May, A. D. 1868.
The undersigned hereby gives notice of his appointment as assignee of ISAIAH ALDRICH and JONES YERKES, both of Philadelphia, in the county of Philadelphia, and State of Pennsylvania, within said District, who have been adjudged bankrupts upon their own petition by the District Court of said District.
A. W. RAND,
7 12 m3t No. 124 N. SIXTH Street, Philadelphia.

UNITED STATES MARSHAL'S SALE.—By virtue of a decree of the District Court of the United States for the Southern District of New York, the A 1 American brig WILLIAM CREEVY, coppered and copper-fastened, of the burthen of 392 tons, 9 years old, will be sold by the United States Marshal, without reserve, to the highest bidder, on the 21st day of July instant, at 12 M., on board, at Pier No. 50, East river, in the city of New York.
For particulars inquire of D. N. WETZLAR & CO., No. 143 S. FRONT Street, Philadelphia; A. H. SOLOMON & CO., No. 76 BROAD Street, or BEEBE, DONOHUE & COOKE, No. 74 WALL Street, New York city. 7 14 6t

PATENTS.

PATENT OFFICES
N. W. Corner FOURTH and CHESNUT,
(Entrance on FOURTH street).
FRANCIS D. PASTORIUS,
SOLICITOR OF PATENTS.
Patents procured for inventions in the United States and Foreign Countries, and all business relating to the same promptly transacted. Call or send for circulars on Patents.
Open till 9 o'clock every evening. 3 6 smth§

STATE RIGHTS FOR SALE.—STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.
5 27tf MUNDY & HOFFMAN.

TO THE PUBLIC.—THE FINEST AND largest assortment of the latest styles of Boots, Gaiters, and Shoes for Men and Boys can be had at
ERNEST SOPP'S
Large Establishment,
4 2 6m No. 230 N. NINTH Street.

TRUNKS! TRUNKS! TRUNKS!—Valises, Bags, Shawl Straps, and a general assortment of goods for travellers. Large stock, low prices.
R. P. MOYER & BROS.,
6 25 lm No. 730 MARKET Street—730.

FINANCIAL.

A RELIABLE HOME INVESTMENT.
THE FIRST MORTGAGE BONDS
OF THE
Wilmington and Reading Railroad,
BEARING INTEREST
At SEVEN PER CENT. in Currency
Payable April and October, free of STATE and UNITED STATES TAXES.
This road runs through a thickly populated and rich agricultural and manufacturing district.
For the present, we are offering a limited amount of the above Bonds at
85 Cents and Interest.
The connection of this road with the Pennsylvania and Reading Railroads insures it a large and remunerative trade. We recommend the bonds as the cheapest first class investment in the market.
WM. PAINTER & CO.,
BANKERS AND DEALERS IN GOVERNMENTS,
NO. 36 S. THIRD STREET,
6 4 3m PHILADELPHIA.

UNITED STATES COUPONS
DUE JULY 1, WANTED.
COUPONS OF
UNION PACIFIC RAILROAD
DUE JULY 1,
Taken Same as Government Coupons.
DE HAVEN & BRO.,
BANKERS AND DEALERS IN GOVERNMENTS,
NO. 40 SOUTH THIRD STREET,
6 11 PHILADELPHIA.

B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
Bankers and Dealers in
Gold, Silver, and Government Bonds,
AT CLOSEST MARKET RATES,
N.W. Corner THIRD and CHESNUT Sts.
Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 6 5 t12 31

GLENDINNING, DAVIS & CO.
NO. 48 SOUTH THIRD STREET,
PHILADELPHIA.
GLENDINNING, DAVIS & AMORY,
NO. 2 NASSAU STREET, NEW YORK
BANKERS AND BROKERS.
Direct telegraphic communication with the New York Stock Boards from the Philadelphia Office. 12 2§

LEDYARD & BARLOW
HAVE REMOVED THEIR
LAW AND COLLECTION OFFICE
TO
No. 19 South THIRD Street.
PHILADELPHIA,
And will continue to give careful attention to collecting and securing CLAIMS throughout the United States, British Provinces, and Europe.
Sight Drafts and Maturing Paper collected at Bankers' Rates. 1 28 6m

REMOVAL.
ELLIOTT & DUNN
HAVING REMOVED TO THEIR NEW BUILDING
No. 109 S. THIRD Street,
Are now prepared to transact a GENERAL BANKING BUSINESS, and deal in GOVERNMENT and other Securities, GOLD, BILLS, Etc.
Receive MONEY ON DEPOSIT, allowing interest.
NEGOTIATE LOANS, giving special attention to MERCANTILE PAPER.
Will execute orders for Stocks, Bonds, etc., ON COMMISSION, at the Stock Exchanges of Philadelphia, New York, Boston, and Baltimore. 4 26§

CITY WARRANTS
BOUGHT AND SOLD.
C. T. YERKES, Jr., & CO.,
No. 20 South THIRD Street,
4 2 PHILADELPHIA.

SAMUEL WORK. FRANCIS F. MILNE.
WORK & MILNE,
BANKERS,
STOCK AND EXCHANGE BROKERS,
5 6 No. 121 S. THIRD St., PHILADELPHIA.

FINANCIAL.

BANKING HOUSE
OF
JAY COOKE & CO.,
Nos. 112 and 114 South THIRD Street,
PHILADELPHIA.
Dealers in all Government Securities.
Old 5-20s Wanted in Exchange for New.
A Liberal Difference allowed.
Compound Interest Notes Wanted.
Interest Allowed on Deposits.
COLLECTIONS MADE. STOCKS bought and sold on Commission.
Special business accommodations reserved for ladies.
We will receive applications for Policies of Life Insurance in the National Life Insurance Company of the United States. Full information given at our office. 7 1 3m

SMITH, RANDOLPH & CO.,
BANKERS,
Philadelphia and New York.
DEALERS IN UNITED STATES BONDS, and MEMBERS OF STOCK AND GOLD EXCHANGE,
Receive Accounts of Banks and Bankers on Liberal Terms.
ISSUE BILLS OF EXCHANGE ON
C. J. HAMBRO & SON, London,
B. METZLER, S. SOHN & CO., Frankfort.
JAMES W. TUCKER & CO., Paris.
And Other Principal Cities, and Letters of Credit
1 2tf Available Throughout Europe.

P. S. PETERSON & CO.,
Stock and Exchange Brokers
No. 39 South THIRD Street,
Members of the New York and Philadelphia Stock and Gold Boards.
STOCKS, BONDS, Etc., bought and sold on commission only at either city. 1 26§

LUMBER.

1869 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1869
1869 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1869
1869 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1869
1869 WALNUT BDS. AND PLANK. WALNUT BDS. AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1869
1869 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1869
1869 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1869
1869 CIGAR BOX MAKERS'. CIGAR BOX MAKERS'. SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1869
1869 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1869
1869 CEDAR SHINGLES. CYPRESS SHINGLES. MAULE, BROTHER & CO., No. 2500 SOUTH Street. 1869
11§

LUMBER UNDER COVER,
ALWAYS DRY.
WATSON & GILLINGHAM,
3 29 No. 924 RICHMOND Street.

PANEL PLANK, ALL THICKNESSES.—
1 COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼.
SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY.
Together with a general assortment of Building Lumber, for sale low for cash.
T. W. SMALTZ,
3 25 6m FIFTEENTH and STILES Streets.

STOVES, RANGES, ETC.

NOTICE.—THE UNDERSIGNED would call the attention of the public to his NEW GOLDEN EAGLE FURNACE. This is an entirely new heater. It is so constructed as to once commend itself to general favor, being a combination of wrought and cast iron. It is very simple in its construction, and is perfectly air-tight; self-cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.
Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle.
CHARLES WILLIAMS,
Nos. 1132 and 1134 MARKET Street, Philadelphia.
A large assortment of Cooking Ranges, Fire-Board Stoves, Low Down Grates, Ventilators, etc., always on hand.
N. B.—Jobbing of all kinds promptly done. 5 10§

THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers,
SHARPE & THOMSON,
11 27wfm6m No. 209 N. SECOND Street.

CARPENTERS AND BUILDERS.

R. R. THOMAS & CO.
DEALERS IN
Doors, Blinds, Sash, Shutters
WINDOW FRAMES, ETC.,
N. W. CORNER OF
EIGHTEENTH and MARKET Streets
5 26 3m PHILADELPHIA.

GEORGE PLOWMAN
CARPENTER AND BUILDER,
No. 134 DOCK Street, Philadelphia 3 8§

WIRE GUARDS
FOR STORE FRONTS, ASYLUMS, FACTORIES, ETC.
Patent Wire Railing, Iron Bedsteads, Ornamental Wire Work, Paper-makers' Wires, and every variety of Wire Work, manufactured by
M. WALKER & SONS,
2 3fmw§ No. 11 N. SIXTH Street.

NOW IS THE TIME TO CLEANSE YOUR HOUSE.
WINCHER, HARTMAN & CO.'S
WASHING AND CLEANSING POWDER
Is unequalled for scrubbing Paints, Floors, and all household use.
W. H. BOWMAN, Sole Agent,
4 28 6m No. 1156 FRANKFORD Road.

DR. KINKELIN CAN BE CONSULTED ON all diseases of a certain specialty. Office hours, 8 to 9. No. 23 S. ELEVENTH Street. 5 6

NEWS SUMMARY.

City Affairs.

—In view of the proposed grand national jubilee in Philadelphia, July 4, 1876, to mark the nation's Centennial Anniversary, the following letter has been addressed to President Grant:—

PHILADELPHIA, July, 1869.—To his Excellency U. S. Grant, President of the United States—Honored Sir:—The Declaration of Independence having been signed in the city of Philadelphia July 4, 1776, this city has undertaken to celebrate on July 4, 1876, the Centennial Anniversary within its limits, on a scale of magnificence and splendor befitting such a great event.

As a feature of this celebration, it is proposed by the undersigned (a primary committee) to erect a building in Fairmount Park, for a musical festival of one week's duration, the said building to afford accommodation for one hundred thousand persons, while the performers shall number twelve thousand. The audience, as well as the stage, is expected to comprise the greatest of the great, who will be impelled by the grandeur of the occasion to grace it with their presence.

All that science and ingenuity, art and nature, patriotism and international courtesy can devise, will be contributed and co-operate in this the Nation's Jubilee.

For such cause we would ask an expression of your kind approval and for its success the best wishes of your patriot heart.

L. ENGELKE.
M. RICHARDS MUCKLE.

—Robert Collins, the man who is charged with shooting the boy Dolan, at Seventeenth and Pine streets, on the 5th of July, surrendered himself to the authorities late on Saturday night.

—The working force at the Philadelphia Navy Yard is being considerably reduced. Last week the discharges numbered two hundred and forty-nine from the joiner's, plumber's, machine and paint shops. A number of laborers were also among the discharged.

—On Saturday evening, about 9 o'clock, Mr. as George A. Knox, residing in Manayunk, was passing quietly down Chestnut street, in front of the State House, when three or four men pushed against him. In a few minutes afterwards he found that his pocket-book, containing $290, was gone.

—A trot took place at Point Breeze Park, on Saturday afternoon, between the brown horse "George Patchen" and the brown mare "Fanny." "Fanny" won the first heat in 2·50, and distanced "Patchen" in the second, coming home in 2·48¼, winning the race and money.

—Harriet Dolan, aged six years, residing at No. 118 Gorman street, was badly bitten in the neck and hands yesterday afternoon by a mad dog.

—Mrs. Green, residing at No. 1834 Carpenter street, was killed yesterday morning, by falling from the second-story window of her house.

—James Ferry, who resided at No. 2008 Linden street, below Chesnut, was drowned yesterday afternoon in the Schuylkill.

Domestic Affairs.

—Gold closed on Saturday at 135¾.

—Chief Justice Chase is in New York.

—General Sheridan is at Newport, Rhode Island.

—Governor Musgrave, of British Columbia, is in New York.

—Cases of cholera have occurred in Hoboken and Jersey City.

—The leaders of the Pleasant Valley (N. Y.) riots have been arrested.

—The Paulus Building, at Scranton, Pa., was burned yesterday. Loss, $7000.

—Several prominent counterfeiters have been arrested and lodged in jail in New York.

—The New England Hotel, at Cleveland, was partially destroyed by fire on Saturday night.

—The Grey Reserves were reviewed by President Grant, at Upton Camp, Cape May, Saturday night.

—Edward Turner, a young man, eighteen years of age, was drowned at Jamaica Plains, Mass., on Friday.

—Mr. M. A. K. Brown, colored, has been admitted to practice in the United States Courts at Washington.

—Hamell, a Brooklyn bar-keeper, was fatally beaten in that city, on Saturday, by James Carberry.

—Patrick Hanley, a grave-digger in Greenwood Cemetery, was killed by lightning on Friday night.

—The loss by the burning of the Windsor Hotel, on Saturday, at Hartford, Conn., amounts to $25,000.

—Captain George W. Gift, in the interest of the Chinese Labor Association, has left for China to procure emigrants.

—The Typographical Union of Washington have resolved to amend their constitution so as to allow more apprentices than formerly.

—An exciting time was witnessed at the sale of Hempstead Plains, Long Island, on Saturday, the vote closing with a majority of 1138 in favor of A. T. Stewart.

—The National Convention of the Young Men's Christian Association, now in session at Portland, on Saturday was excited over the question—"Are Unitarians eligible for membership?"

—The Rev. Mr. Mitchell, of Chittenango, N. Y., forged a check for $5000, and drew the money under the name of a brother clergyman, whom he resembled. Being accused, he returned a part of the money and fled.

Foreign Affairs.

LONDON, July 17.—The debate on the amended Irish Church bill was continued until a late hour this morning. After the rejection of the amendments proposed by the peers, Disraeli took the floor and spoke at some length, regretting the repudiation of the amendments adopted in the House of Lords. The Church was not the question at issue in the late elections. He thought the agreement of the Lords to read the bill a second time an act of magnanimity, considering the great majority opposed to the measure; and this agreement was only given on the understanding that the House of Commons would consider the amendments adopted in a conciliatory spirit. He could not understand how the course the Government had taken could be reconciled to the expectations held out to the House of Lords.

Mr. Gladstone replied to these remarks, saying that the promise given to the Lords was that the amendments which could be approved would be respectfully considered, and he maintained that that pledge had not been violated. He had conceded much in deference to the Lords, and they had fulfilled and more than fulfilled all pledges given. (Cheers.) He was certain that if any harm had been done to the Church, it was by those who described the grievous and enervating effect that disestablishment would have on the zeal and life of the religious community.

If the Church was destitute of vigor, the sooner they quit it the better. He would make a solemn protest against these disheartening and degrading convictions, and expressed an humble and confident expectation that in the future the members of the Church would regard the day of the passage of this act as the day of their religious regeneration.

Mr. Gathorne Hardy took the floor, and accepted the appeal made to posterity in regard to the beneficial effects of the bill. He supported Mr. Disraeli's statements. John Bright had used threats of a dissolution of Parliament in order to keep the party together, and coerce the House of Lords. He considered the Lords as a co-ordinate authority, and thought they had been treated in an unworthy manner.

Mr. Bright denied that he had ever used threats of a dissolution. His only reference to the subject was what might be the expression of a popular feeling if the subject of concurrent endowment was referred to the nation. He regretted the unfounded charge which had been brought forward against him, but which a great majority of the House disbelieved.

After further debate, a committee was appointed to draw up a report embodying the reasons for the disagreement to the amendments proposed by the Lords.

The bill for the government purchase of the telegraph lines of the kingdom was read a second time, and the House adjourned.

It is said the House of Lords will give up their amendment to the Irish Church bill in regard to concurrent endowment and the Ulster grant, and will adhere to the amendment refusing to devote the surplus proceeds of church property to the relief of unavoidable calamity and suffering, as proposed in the original preamble deferring a proposition of the appropriation of the fund.

Mr. Bagley, of the United States, had an interview with Earl Granville, with reference to the release of American citizens now imprisoned on a charge of Fenianism, and presented petitions signed by members of Congress and Parliament urging their discharge.

LONDON, July 18.—Additional advices from Rio Janeiro represent that the allied army in Paraguay, after their recent victory, advanced to Villa Rica, and at the last accounts commanded all the approaches to that place. Lopez had declared the consulates of France and Italy deserted.

PARIS, July 18.—The *Journal Officiel* of today publishes a decree of the Emperor, containing the following appointments to the Ministry:—Minister of the Interior, De Forcade; Minister of Justice, Duvergier; of Foreign Affairs, Auvergne; of Finance, Magne; of Commerce, Alfred Leroux; of Public Works, Gresnier; of Marine, Gerouilly; of War, Marshal Niel; of Public Instruction, Baurbeau; President of the Council of State, Chasseloup.

PARIS, July 17.—M. Lesseps officially announces that the opening of the Suez Canal will take place on Nov. 17.

HAVRE, July 17.—The international ocean regatta, from Cherbourg two hundred miles to sea and back, took place yesterday and today. The yachts entered were the Guineore, Aline, Cambria, Julia, Diane, Mistere, Ondelle, and Sylvia. All started at 11 o'clock on Thursday, the Cambria returning to the starting point first, closely followed by the Julia. The Cambria won the race by three seconds. Time, 46 hours. The race was remarkably fine. There was no time allowance, all the yachts entering on an equal footing.

VIENNA, July 17.—The Emperor gave an audience to-day to the delegations of the Imperial and the Hungarian Reichsrath. In reply to the President of the Hungarian delegation, he said he had been called to exercise equal influence over the common affairs of the empire and kingdom. Guided by wise moderation and good feeling, he had created these delegations, and they would be aided with all the influence of his monarchy in their labors for the consolidation of peace and public confidence. The Emperor then addressed Prince Auersperg, President of the delegation of the Imperial Reichsrath, and assured him that sincere co-operation with the Hungarian delegation was the surest guarantee for the maintenance of internal and external peace.

MADRID, July 17.—Two commissioned officers and three sergeants of the garrison of Valladolid, and several volunteers of that city, have been arrested, charged with being engaged in a Carlist intrigue. A rumor is current that Don Carlos is on the frantier. There have lately been a large number of incendiary fires here, and the authorities have redoubled their vigilance.

France and Prussia have recognized the Spanish Regency. The sessions of the Cortes have been suspended until October. Previous to the adjournment, the Cortes appointed a commission to supervise affairs during the intermission.

LISBON, July 17.—The Hon. Samuel Shellabarger yesterday had an audience with the King, and presented his credentials as Minister from the United States.

BERLIN, July 17.—Deputy Mende has been sentenced to one year, and three workmen to three months' imprisonment, for complicity in the Dusseldorf riots.

ST. PETERSBURG, July 17.—The Czar forbids the attendance of the Russian bishops at the Œcumenical Council.

LONDON, July 17.—Advices from Rio Janeiro to June 20 fully confirm the reported victory of the allies over Lopez. The Paraguayans lost 500 killed and wounded, 300 prisoners, and 12 guns. A treaty establishing a provisional government for Paraguay has been concluded.

HONG KONG, June 24, via London, July 17.—A proclamation denouncing foreigners has been extensively posted in the towns and villages on the Yangtze river, by the agents of a secret society. A conspiracy has been discovered at Foochow, having for its object the opening of another Tœping rebellion. It is rumored that over 50,000 men are connected with the movement.

Advices from Yokohama to June 16 have been received. The naval and military forces of the Mikado had commenced an attack on the rebels at Hakodadi. The result was unknown.

HAVANA, July 17.—Sickness is increasing in the ranks of the Spanish and rebel forces. The mortality is frightful, and it is estimated that the deaths amount to fifteen per cent. monthly of the men in the field on both sides. The Spanish troops are afflicted most with vomito, while the rebels suffer from cholera and diarrhœa. When the hot and rainy season is over the volunteers will go into active service in the field, and reinforcements will arrive from Spain.

Several thousand Remington rifles were shipped yesterday for Sagua la Grande, Remedios, and Nuevitas, to arm the volunteers about to take the field against the rebels.

—Twhigginson is talked of to succeed Dr. Haven as President of the Michigan University.

—Nilsson drinks porter—only porter—and that continually. She calls it her vocal inspiration.

—Viscount Adair, son of the Earl of Dunraven, is coming to see the States. His income is $300,000, but he is married.

—The statement that Mr. John Bigelow has been invited to become the editor of the New York *Times* is denied upon authority.

—Tato, nearly killed in the last Madrid bull-fight, eclipses for the hour either Serrano, Prim, or Montpensier in Spanish attention.

—Tom Taylor has been brought to grief by Mr. Gilbert, who proves that the former's last drama is built upon the latter's last novel.

—Alfred A. Stratton, a no-armed man, is the father of the prize baby of Boston.

—Henry Coppee, LL.D., delivered the address before the Literary Societies of Union College.

—Rev. Chicago Collyer collected $70,000 at one attempt to help the debt off his church a fortnight ago.

—William Dwiggon, of Bentonville, Iowa, is .5 inches high, weighs 35 pounds, and has been growing for 15 years.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY

SUN RISES............4·44 | MOON SETS............1·39
SUN SETS............7·27 | HIGH WATER............9·51

PHILADELPHIA BOARD OF TRADE.

JOHN O. JAMES,
C. B. DURBOROW,
THOMAS L. GILLESPIE,
} COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Britannia	Glasgow	New York	July	2
Paraguay	London	New York	July	3
Tripoli	Liverpool	New York	July	6
Idaho	Liverpool	New York	July	7
Virginia	Liverpool	New York	July	7
Nestorian	Liverpool	Quebec	July	8
C. of London	Liverpool	New York	July	8
Columbia	Glasgow	New York	July	9
Cuba	Liverpool	New York	July	10
Holsatia	Havre	New York	July	10
European	Liverpool	Quebec	July	10
Donau	Southampton	New York	July	13

FOR EUROPE.

Allemannia	New York	Hamburg	July	20
Manhattan	New York	Liverpool	July	21
Scotia	New York	Liverpool	July	21
Tarifa	New York	Liverpool	July	22
Weser	New York	Bremen	July	22
C. of London	New York	Liverpool	July	24
Paraguay	New York	London	July	24
France	New York	Liverpool	July	24
St. Laurent	New York	Havre	July	24
C. of Baltimore	New York	Liverpool	July	27
Idaho	New York	Liverpool	July	28
City of Brooklyn	New York	Liverpool	July	31
C. of Washington	New York	Liverpool	Aug.	7

COASTWISE, DOMESTIC, ETC.

Juniata	Philada	N. Orleans and Hav.	July	20
Henry Chauncey	New York	Aspinwall	July	21
Morro Castle	New York	Havana	July	21
Merrimac	New York	Rio Janeiro	July	23
Gulf Stream	New York	New Orleans	July	24

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED SATURDAY.

Steamship J. W. Everman, Snyder, Charleston, E. A. Souder & Co.
Steamship Roman, Baker, Boston, H. Winsor & Co.
Steamer R. Willing, Cundiff, Baltimore, A. Groves, Jr.
Barque Triumph, Nichols, Portland, Day, Huddell & Co.
Schr E. G. Irwin, Atkins, Roxbury, do.
Schr Annie Edwards, Somers, Boston, do.
Schr J. C. Thompson, Vanzant, Cambridgeport, do.
Schr C. E. Jackson, Blackman, Marblehead, do.
Schr Mary Louisa, Norton, Portland, J. Rommel, Jr. & Bro.
Schr Jesse Wilson, Connelly, Boston, L. Audenried & Co.
Schr T. A. Ward, Norton, Boston, do.
Schr Clara Davis, Wilson, Lynn, do.
Schr A. Heaton, Merrick, Boston, do.
Schr Jas. Barrett, Hawes, Boston, do.
Schr Ella Hay, Robbins, Boston, do.
Schr West Wind, Lawson, Boston, do.
Schr S. J. Bright, Shaw, Boston, do.
Schr W. C. Irish, Rathbun, Boston, Weld, Nagle & Co.
Schr R. L. Tay, Baker, Boston, Tyler & Co.

ARRIVED SATURDAY.

Steamship Prometheus, Gray, 65 hours from Charleston, with cotton, rice, etc., to E. A. Souder & Co. Passed off the Ledge, barque Sarah B. Hale and brig Ortolan, from Cardenas; off Bombay Hook, brig James Baker; off Morris Liston's, barque Gan Eden, all bound up.

Steamer Black Diamond, Meredith, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer S. C. Walker, Sherin, 24 hours from New York, with mdse. to W. M. Baird & Co.

Schr S. C. Fithian, Tutt, 1 day from Port Deposit, Md., with grain to Jas. L. Bewley & Co.

Schr Lottie, Taylor, 6 days from Boston, with mdse.

Schr F. Spofford, Turner, from Dighton.

Schr T. A. Ward, Norton, from New York.

ARRIVED AT CHESTER.

Schr Gertrude, Coalwell, 15 days from St. John, N. B., with laths to J. W. Gaskill & Sons.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, July 19.—The following boats left here for Philadelphia this morning:—

G. W. Lormor, with lumber, for Newark.
F. W. Lerau, with lumber to D. B. Taylor & Son.
F. W. Buck, with lumber to R. L. & C. H. Nicholson.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, July 17.—Eight barges leave in tow to-night for Baltimore, light.

Hannigan, with ice, and M. A. Brady, with marble, for Philadelphia.

BALTIMORE BRANCH OFFICE, July 16.—The following barges leave in tow to-night, eastward:—

D. Ritson; C. A. Dornfield; Hope; B. C. Leake; Fremont; Princeton; Sarah Elizabeth; Alpha; Lake Erie; Sarah Ann; and Moonlight Rover, all with coal, for New York. L. S. C.

Correspondence of the Philadelphia Exchange.

LEWES, Del., July 16.—Barques Sylphide, for Dantzig; Nor, for Stettin; brigs C. V. Williams, for Cienfuegos; Guiding Star, for ——; and schr Queen of Clippers, for Cienfuegos, all from Philadelphia, went to sea to-day.

Brig Ortolan, from Cardenas, has arrived at the Breakwater for orders. Two brigs, names unknown, have passed in. LABAN L. LYONS.

MEMORANDA.

Ship Asia, hence for Bremen, was spoken 23d ult. lat. 41, long. 18.

Ship C. J. Southard, Ross, for Philadelphia, cleared at Liverpool 3d inst.

Steamship Norfolk, Platt, for Philadelphia, sailed from Richmond 16th inst.

Steamship Fanita, Brooks, hence, at New York 16th inst.

Steamship H. A. Adams, Fentor, hence, at Richmond 15th inst.

Steamer H. L. Gaw, Her, hence, at Baltimore 16th inst.

Steamer Chester, Jones, for Philadelphia, cleared at New York yesterday.

Barque Bertha Temple, Mitchell, from London for Philadelphia, at Falmouth 4th inst.

Brig Monica, for Philadelphia, sailed from Charleston yesterday.

Brig Wenonah, from Windsor, N. S., for Philadelphia, put into St. John, N. B., 15th inst., leaky.

Schr Seaflower, Chase, hence, at Salem 14th inst.

Schr Ocean Bird, Marsh, hence, at Richmond 15th inst.

Schr Francis, Gibbs, cleared at Boston 16th inst. for Saco, to load for Philadelphia.

Schrs E. F. Smith, Smith; A. M. Aldrich, Pierson; E. English, Crowell; D. S. Siner, Huntley; W. P. Pharo, Jackaway; Caroline Kienzle, Studams; Maggie, Smith; and West Dennis, Crowell, hence, at Boston 16th inst.

Schr E. S. Conner, Conquest, hence, at Norfolk 14th inst.

Schr Kedron, McGlaughlin, hence, at Norfolk 15th inst.

Schrs H. A. Rogers, Frambes, and D. Brittain, Carroll, for Philadelphia, sailed from Newburyport 15th inst.

Schrs David Collins, Townsend, and Amelia, Beebe, hence, at Providence 15th inst.

Schr L. A. Bayles, Bayles, from Providence for Philadelphia, at New York 16th inst.

Schrs Fannie Hanmer, Brooks, and Thomas Borden, Wrightington, from Fall River for Philadelphia, at Newport 13th inst.

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila.

Ladies' and Gents' Watches,
AMERICAN AND IMPORTED,
Of the most celebrated makers.
FINE VEST CHAINS AND LEONTINES,
in 14 and 18 karat.

DIAMOND and other Jewelry of the latest designs.
Engagement and Wedding Rings, in 18-karat and coin.
Sold Silver-Ware for Bridal Presents, Table Cutlery, Plated Ware, etc. 3 27½

ESTABLISHED 1828.

WATCHES, JEWELRY,
CLOCKS, SILVERWARE, and
FANCY GOODS.

G. W. RUSSELL,
NO. 22 N. SIXTH STREET, PHILADELPHIA.

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Streets,
3 25] Second floor, and late of No. 35 S. THIRD St.

ICE CREAM AND WATER ICE.

THE NEAPOLITAN
ICE CREAM AND WATER ICES.
THE PUREST AND BEST IN THE WORLD.

This celebrated Brick Ice Cream and Water Ice can be carried in a paper to any part of the city as you would candy. Fifteen or twenty different kinds of them are kept constantly on hand, and ONE HUNDRED DIFFERENT FLAVORS can be made to order for those who desire to have something never before seen in the United States and superior to any Ice Cream made in Europe.
Principal Depot—No. 1324 WALNUT Street.
Branch Store—No. 1020 SPRING GARDEN Street.
5 1] F. J. ALLEGRETTI.

"ICE." "ICE." "ICE."
THE PENN COAL AND ICE COMPANY,
Chartered in December, 1868.
ICE FROM MAINE, BOSTON, AND CATSKILL always on hand and for sale by the cargo, ton, or car load, at the wharves of the company, SPRUCE Street, Schuylkill river, Philadelphia.
7 8 lmrp CHARLES J. WOLBERT President.

ALEXANDER G. CATTELL & CO.,
PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA. 3 22
ALEXANDER G. CATTELL. ELIJAH CATTELL.

SUMMER TRAVEL.

SUMMER TRAVEL
VIA
NORTH PENNSYLVANIA RAILROAD.
The most popular route to
Wilkesbarre, Scranton, Mauch Chunk
Easton, Hazleton, Mount Carmel,
Allentown, Bethlehem,
And all points in the
LEHIGH AND WYOMING VALLEYS.

Four Through Trains in connection with Lehigh Valley and Lehigh and Susquehanna Railroads.

COMMODIOUS CARS, SMOOTH TRACK, FINE SCENERY, EXCELLENT HOTELS,
Are the specialties of this route.
Through Trains leave the Depot,
BERKS AND AMERICAN STREETS,
At 7·45 A. M., 9·45 A. M., 1·45 and 5 P. M.
ELLIS CLARK,
6 30 1m General Agent.

Tickets sold and baggage checked through at Mann's Express Office, No. 105 S. FIFTH Street.

FOR LONG BRANCH,
WITHOUT CHANGE OF CARS.
On and after THURSDAY, July 1, 1869,
LEAVE PHILADELPHIA
FROM WALNUT STREET WHARF,
8·00 A. M. } DUE { 12·19 P. M.
2·00 P. M. } LONG BRANCH AT { 6·12 P. M.
Fare: { Philadelphia to Long Branch............$3·00
{ Excursion Tickets............4·50
W. H. GATZMER,
7 2 1m Agent.

STEAMBOAT LINES.

FOR CAPE MAY.
ON TUESDAYS, THURSDAYS, AND SATURDAYS.
On and after SATURDAY, June 26, the new and splendid steamer LADY OF THE LAKE, Captain W. THOMPSON, will commence running regularly to CAPE MAY, leaving ARCH STREET WHARF on TUESDAY, THURSDAY, and SATURDAY MORNINGS at 9 o'clock, and returning leave the landing at Cape May on MONDAYS, WEDNESDAYS, and SATURDAYS at 8 o'clock.
Fare, including Carriage hire............$2·25
Children " " ....1·25
Servants " " ....1·50
Season Tickets $10—Carriage hire extra.
The LADY OF THE LAKE is a fine sea boat, has handsome state-room accommodations, and is fitted up with everything necessary for the safety and comfort of passengers.
Freight received until 8½ o'clock. Tickets sold and baggage checked at the transfer office, No. 828 CHESNUT Street, under the Continental Hotel. For further particulars inquire at the Office, No. 38 North DELAWARE Avenue.
G. H. HUDDELL,
6 24 tf CALVIN TAGGART.

DAILY EXCURSIONS TO BEVERLY, Burlington, and Bristol, by the steamboat JOHN A. WARNER. Leaves Philadelphia, Chesnut street wharf, at 2 and 6 o'clock P. M. Returning, leaves Bristol at 6·50 o'clock A. M. and 4 o'clock P. M. Stopping each way at Riverton, Torresdale, Andalusia, Beverly, and Burlington. Fare 25 cents. Excursion, 40 cents. 7 3 3m

GLOUCESTER POINT.—GO YOURself and take the family to this cool, delightful spot.
New steamers, with every comfort, leave SOUTH Street Slip daily, every few minutes. 6 18 3m*

DRY GOODS.

MILLIKEN'S
LINEN STORE,
No. 828 ARCH STREET.
AND
No. 1128 CHESNUT Street.
JUST RECEIVED, A FEW MORE
PRINTED LINEN LAWN DRESSES.
Ladies who want a LINEN LAWN DRESS should call immediately.
NEW HANDKERCHIEFS,
WITH EMBROIDERED INITIAL LETTERS.
Pretty designs, and quite cheap. 9 30 wfm§

RICKEY, SHARP & CO.,
NO. 727 CHESNUT STREET,
ARE CLOSING OUT
LAWNS,
ORGANDIES,
And Other Summer Dress Goods,
AT GREATLY REDUCED PRICES. [7 13 tf

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.
JAMES & LEE,
No. 11 NORTH SECOND STREET,
SIGN OF THE GOLDEN LAMB,
Are now receiving a SPLENDID LINE of
Spring Fancy Cassimeres,
Comprising all the best makes in the market,
AT WHOLESALE AND RETAIL. [3 28m

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM
SHIRT MANUFACTORY,
AND GENTLEMEN, FURNISHING STORE.
PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
11 2 No. 706 CHESNUT Street.

H. S. K. C.
Harris' Seamless Kid Gloves.
EVERY PAIR WARRANTED.
EXCLUSIVE AGENTS FOR GENTS' GLOVES.
J. W. SCOTT & CO.,
5 27rp NO. 814 CHESNUT STREET

JORDAN'S CELEBRATED PURE TONIC ALE for invalids, family use, etc.
The subscriber is now furnished with his full winter supply of his highly nutritious and well-known beverage. Its wide-spread and increasing use, by order of physicians, for invalids, use of families, etc., commend it to the attention of all consumers who want a strictly pure article; prepared from the best materials, and put up in the most careful manner for home use or transportation. Orders by mail or otherwise promptly supplied.
P. J. JORDAN,
No. 220 PEAR Street,
7 12m Below Third and Walnut streets.

WOODLANDS CEMETERY COMPANY.—The following Managers and Officers have been elected for the year 1869:—
ELI K. PRICE, President.
William H. Moore,
Samuel S. Moon,
Gillies Dallett,
Edwin Greble,
William W. Keen,
Ferdinand J. Dreer,
George L. Buzby,
B. A. Knight.
Secretary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both Lot-holders and Visitors to present tickets at the entrance for admission to the Cemetery. Tickets may be had at the Office of the Company, No. 813 ARCH Street, or of any of the Managers. 4 22

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.
Office, S. E. corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES
On Vessels, Cargo, and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake, and land carriage to all parts of the Union.
FIRE INSURANCES
On Merchandise generally; on Stores, Dwellings, Houses, Etc.

ASSETS OF THE COMPANY,
November 1, 1868.

$200,000	United States Five Per cent. Loan, 1040s	$208,500·00
120,000	United States Six Per Cent. Loan, 1881	136,800·00
50,000	United States Six Per Cent. Loan (for Pacific Railroad)	50,000·00
200,000	State of Pennsylvania Six Per Cent. Loan	211,375·00
125,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	128,594·00
50,000	State of New Jersey Six Per Cent. Loan	51,500·00
20,000	Penn. Rail. First Mortgage Six Per Cent. Bonds	20,200·00
25,000	Penn. Rail. Second Mort. Six Per Cent. Bonds	24,000·00
25,000	Western Penn. Rail. Mortgage Six Per Cent. Bonds (Penn. Railroad guarantee)	20,625·00
30,000	State of Tennessee Five Per Cent. Loan	21,000·00
7,000	State of Tennessee Six Per Cent. Loan	5,031·25
15,000	Germantown Gas Company, principal and Interest guaranteed by City of Philadelphia, 300 shares Stock	15,000·00
10,000	Pennsylvania Railroad Company, 200 shares Stock	11,300·00
5,000	North Pennsylvania Railroad Co., 100 shares Stock	3,500·00
20,000	Philadelphia and Southern Mail Steamship Co., 80 shares Stock	15,000·00
207,900	Loans on Board and Mortgage, first Liens on City Properties	207,900.00

$1,109,900 Par. Market value, $1,130,325·25
Cost, $1,093,604·26.

Real Estate		36,000·00
Bills receivable for insurance made		322,486·94
Balances due at agencies, premiums on marine policies, accrued interest, and other debts due the company		40,178·88
Stock and scrip of sundry corporations, $3156. Estimated value		1,813·00
Cash in bank	$116,150·08	
Cash in drawer	413·65	116,563·73
		$1,647,367·80

DIRECTORS.
Thomas C. Hand,
John C. Davis,
James C. Hand,
Theophilus Paulding,
Joseph H. Seal,
Hugh Craig,
John R. Penrose,
Jacob P. Jones,
James Traquair,
Edward Darlington,
H. Jones Brooke,
James B. McFarland,
Edward Lafourcade,
Joshua P. Eyre,
Edmund A. Souder,
Samuel E. Stokes,
Henry Sloan,
William C. Ludwig,
George G. Leiper,
Henry C. Dallett, Jr.,
John D. Taylor,
George W. Bernadou,
William G. Boulton,
Jacob Riegel,
Spencer McIlvaine,
D. T. Morgan, Pittsburg,
John B. Semple, "
A. B. Berger, "
THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 10 6

1829.—CHARTER PERPETUAL.
Franklin Fire Insurance Company
OF PHILADELPHIA.
Office, Nos. 435 and 437 CHESNUT St.
Assets on Jan. 1, 1869, $2,677,372·13
CAPITAL............$400,000·00
ACCRUED SURPLUS............1,083,528·70
PREMIUMS............1,193,843·43
UNSETTLED CLAIMS, $23,788·12. INCOME FOR 1869, $360,000.
Losses paid since 1829, over $5,500,000
Perpetual and Temporary Policies on Liberal Terms.
The Company also issues Policies on Rents of Buildings of all kinds, Ground Rents, and Mortgages.
DIRECTORS.
Alfred G. Baker,
Samuel Grant,
George W. Richards,
Isaac Lea,
George Fales,
Alfred Fitler,
Thomas Sparks,
William S. Grant,
Thomas S. Ellis,
Gustavus S. Benson.
ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAS. W. McALLISTER, Secretary.
THEODORE M. REGER, Assistant Secretary. 3 9

ASBURY
LIFE INSURANCE COMPANY.
No. 291 BROADWAY, corner READE Street, New York.
CASH CAPITAL............$150,000
$125,000 deposited with the State of New York as security for policy holders.
LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-President and Secretary.
EMORY McCLINTOCK, Actuary.
A. E. M. PURDY, M. D., Medical Examiner.
REFERENCES BY PERMISSION.
Thomas T. Tasker,
Charles Spencer,
John A. Wright,
Arthur G. Coffin,
John M. Maris,
William Divine,
S. Morris Waln,
John B. McCreary,
J. B. Lippincott,
James Long,
James Hunter,
E. H. Worne.
In the character of its Directors, economy of management, reasonableness of rates, PARTNERSHIP PLAN OF DECLARING DIVIDENDS, no restriction in female lives, and absolute non-forfeiture of all policies, and no restriction of travel after the first year, the ASBURY presents a combination of advantages offered by no other company. Policies issued in every form, and a loan of one-third made when desired.
Special advantages offered to clergymen.
For all further information address
JAMES M. LONGACRE,
Manager for Pennsylvania and Delaware.
Office, No. 302 WALNUT Street, Philadelphia.
FORMAN P. HOLLINSHEAD, Special Agent. 4 16§

STRICTLY MUTUAL.
Provident Life and Trust Co.
OF PHILADELPHIA.
OFFICE, No. 111 S. FOURTH STREET.
Organized to promote LIFE INSURANCE among members of the Society of Friends.
Good risks of any class accepted.
Policies issued on approved plans, at the lowest rates.
President, SAMUEL R. SHIPLEY,
Vice-President, WILLIAM C. LONGSTRETH,
Actuary, ROWLAND PARRY.
The advantages offered by this Company are unexcelled. 2 1 27§

INSURE AT HOME,
IN THE
Penn Mutual Life Insurance
COMPANY.
No. 921 CHESNUT STREET, PHILADELPHIA.
ASSETS, $2,000,000.
CHARTERED BY OUR OWN STATE.
MANAGED BY OUR OWN CITIZENS.
LOSSES PROMPTLY PAID.
POLICIES ISSUED ON VARIOUS PLANS.
Applications may be made at the Home Office, and at the Agencies throughout the State. [2 18§
JAMES TRAQUAIR............PRESIDENT
SAMUEL E. STOKES............VICE-PRESIDENT
JOHN W. HORNOR............A. V. P. and ACTUARY
HORATIO S. STEPHENS............SECRETARY

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.
Office S. W. Corner FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
Cash Capital............$200,000·00
Cash Assets, May, 1869, OVER HALF A MILLION DOLLARS.
DIRECTORS.
F. Ratchford Starr,
Nalbro Frazier,
John M. Atwood,
Benjamin T. Tredick,
George H. Stuart,
John H. Brown,
J. Livingston Erringer,
James L. Claghorn,
William G. Boulton,
Charles Wheeler,
Thomas H. Montgomery,
James Aertsen.
This Company insures only first-class risks, taking no specially hazardous risks whatever, such as factories, mills, etc.
F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEXANDER W. WISTER, Secretary. 2 6§

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.
This Company insures from loss or damage by
FIRE,
on liberal terms, on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings by deposit of premiums.
The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.
DIRECTORS.
John L. Hodge,
M. E. Mahony,
John T. Lewis,
William S. Grant,
Robert W. Leaming,
D. Clark Wharton,
Lawrence Lewis, Jr.,
David Lewis,
Benjamin Etting,
Thomas H. Powers,
A. R. McHenry,
Edmund Castillon,
Samuel Wilcox,
Lewis C. Norris.
JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary. 4 28§

INSURANCE.

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
—Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.
DIRECTORS.
Daniel Smith, Jr.,
Alexander Benson,
Isaac Hazlehurst,
Thomas Robins,
John Devereux,
Thomas Smith,
Henry Lewis,
J. Gillingham Fell,
Daniel Haddock, Jr.
DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30§

OFFICE OF THE INSURANCE COMPANY OF NORTH AMERICA, No. 232 WALNUT Street, Philadelphia.
Incorporated 1794. Charter Perpetual.
Capital, $500,000.
Assets............$2,350,000
MARINE, INLAND, AND FIRE INSURANCE.
OVER $20,000,000 LOSSES PAID SINCE ITS ORGANIZATION.
DIRECTORS.
Arthur G. Coffin,
Samuel W. Jones,
John A. Brown,
Charles Taylor,
Ambrose White,
William Welsh,
S. Morris Waln,
John Mason,
George L. Harrison,
Francis R. Cope,
Edward H. Trotter,
Edward S. Clarke,
T. Charlton Henry,
Alfred D. Jessup,
John P. White,
Louis C. Madeira,
Charles W. Cushman.
ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary. 2 1§

IMPERIAL FIRE INSURANCE CO.
LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
2 4§ No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST. CHAS. P. HERRING

AMUSEMENTS.

MRS. JOHN DREW'S ARCH STREET THEATRE.
GREAT SUCCESS. THIRD WEEK
of the Comic Pantomime of HUMPTY DUMPTY.
TONY DENIER in a Comical Stilt Dance.
GRAND SKATING MATCH between Alfred Moe and Professor Goodrich, the Champion Skater,
and NEW TRICKS and DANCES EVERY EVENING.
ADMISSION—$1·00, 50 cents, and 25 cents.
7 12 6t ALEX. FISHER, Business Manager.

VALER'S (LATE MILLER'S) WINTER GARDEN Nos. 720, 722, 724, and 726 VINE Street.
THE GRAND ORCHESTRION, formerly the property of the GRAND DUKE OF BADEN, purchased at great expense by JACOB VALER, of this city, in combination with FLAMER'S ORCHESTRA and Miss NELLIE ANDERSON, will perform EVERY AFTERNOON and EVENING at the above-mentioned place. Admission free. 1 13tf

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.
N. E. Corner FOURTH and RACE Sts.
PHILADELPHIA.
WHOLESALE DRUGGISTS
Importers and Manufacturers of
White Lead and Colored Paints, Putty
Varnishes, Etc.
AGENTS FOR THE CELEBRATED
FRENCH ZINC PAINTS.
Dealers and consumers supplied at lowest prices for cash. 12 4§

WINDOW GLASS.
The subscribers are manufacturing daily, 10,000 feet best quality of
AMERICAN WINDOW GLASS
They are also constantly receiving importations of
FRENCH WINDOW GLASS.
Rough Plate and Ribbed Glass, Enamelled, Stained, Engraved, and Ground Glass, which they offer at lowest market rates.
EVANS, SHARP & WESTCOATT.
5 29 3m No. 613 MARKET Street, Philada.

PAPER HANGINGS.

BEAN & WARD
PLAIN AND DECORATIVE
PAPER HANGINGS
NO. 251 SOUTH THIRD STREET,
BETWEEN WALNUT AND SPRUCE,
PHILADELPHIA.
COUNTRY WORK PROMPTLY ATTENDED TO. 2 18§

LOOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1033 SPRING GARDEN Street, below Eleventh, Branch, No. 307 FEDERAL Street, Camden, New Jersey. 2 25§

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA
CLERK'S OFFICE,
PHILADELPHIA, June 25, 1869. }

In accordance with a Resolution adopted by the Common Council of the City of Philadelphia, on Thursday, the twenty-fourth day of June, 1869, the annexed bill, entitled "An Ordinance to Authorize a Loan for the Payment of Ground Rents and Mortgages," is hereby published for public information.

JOHN ECKSTEIN,
Clerk of Common Council.

AN ORDINANCE
To Authorize a Loan for the Payment of Ground Rents and Mortgages.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow, at not less than par, on the credit of the city from time to time, seven hundred thousand dollars for the payment of ground rents and mortgages held against the city, for which interest not to exceed the rate of six per cent. per annum shall be paid, half yearly, on the first days of January and July, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of city loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan therein mentioned and the interest thereof are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue thereof; there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates, and from the sum raised by taxation, a sum sufficient to pay the interest on said certificates, and the further sum of three-tenths of one per centum on the par value of such certificates so issued shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city, daily for four weeks, the ordinance presented to the Common Council on Thursday, June 24, 1869, entitled "An Ordinance to Authorize a Loan for the Payment of Ground Rents and Mortgages." And the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. 6 26 24t

J. T. EASTON. J. M'MAHON.
EASTON & McMAHON,
SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York.
No. 18 SOUTH WHARVES, Philadelphia.
No. 45 W. PRATT Street, Baltimore.
We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice. 6 25

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
NO. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet); or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

MONDAY, JULY 19, 1869.

THE ELECTIONS IN THE SOUTH.

The Virginia election and the impending contests in Tennessee, Mississippi, and Texas have aroused an unusual degree of attention. The Democracy was so thoroughly routed in the last Presidential campaign that politics had lost the zest produced by an earnest and doubtful struggle, and the Republicans were reposing in the confident belief that their supremacy could not be seriously questioned. In the midst of this calm, however, Virginia, the old stronghold of Democracy, revives the drooping spirits of the faithful; and after a long withdrawal from the arena of American politics, her return is signalized by a new illustration of the astuteness of her Democratic politicians. The root of their partial triumph is to be found in Republican mismanagement and disaffection. Governor Wells, the regular Republican nominee, had caused great dissatisfaction among the adherents of his own party by his administration as Military Governor.

We are not sufficiently familiar with the details of Virginia politics to know whether he or his Republican enemies are most to blame, but certain it is that he was bitterly antagonized by many of the leading Republicans of the State. They opposed his nomination originally, and their opposition did not cease with the action of the convention. If the Democrats had followed their usual policy of supporting an avowed adherent of their organization, the Republican dissensions might have been speedily healed. But they had too much at stake to run the risk of an open advocacy of Democratic doctrines, and they therefore marshalled their forces in support of a candidate who was selected by such men as Hunnicutt, the original champion of negro suffrage in Virginia, and supported by many of the most active opponents of the old line Democracy. It is true that the regular Republican nominee has been defeated, but it is equally clear that the secessionists of the State did not dare to put a candidate in the field; and the proved partisans who in former times spurned all combinations and coalitions, fall into line at the tail end of an organization led by a New York carpet-bagger who has pledged himself to sustain the policy of the administration.

This humiliating example is being followed by the Democracy in other Southern States. In Tennessee, as in Virginia, they do not venture to nominate a candidate of their own. The contest is between Stokes and Senter, two avowed Republicans, who each number white and black members of the Republican party among their adherents. Senter's election is advocated by Parson Brownlow, the pioneer radical of the State, and also by Andy Johnson, and these notorious politicians are at this moment as closely allied in State politics as they were at the commencement of the war.

In Texas the Democracy have rallied under the banner of no less a personage than A. J. Hamilton, who was the most active and eloquent advocate of negro suffrage in the convention of Southern loyalists which was held in this city in 1866, and the leader of radicalism in the Lone Star.

In Mississippi the conservatives and the Democracy have nominated as their gubernatorial candidate Judge Dent, who is the brother-in-law of General Grant.

All these movements seem to be inspired by the conviction that an open struggle for the success of Democratic candidates is hopeless, and that the only remaining resource of that organization, in the States named, is to render aid to one of the wings of Republicanism, in the hope that incidental advantages may be derived from this policy. Instead of trying to enjoy a full feast, the Democracy will be content, in their old strongholds, with a few crumbs dropped from the table.

It is a part of this movement to deceive the negroes on the one hand, and to force them into the conservative ranks by proscription on the other. They are invited to vote for such men as Walker, Senter, and Hamilton, on the ground that they were early and consistent champions of colored suffrage; and when persuasion fails, they are threatened with a discharge from their present industrial positions. No pains are spared to distort the issues involved, and the arrogant slaveholders are ready to stoop to any means, however disgraceful, that will enable them to deceive or control the new negro voters. Such victories are of doubtful value; and the Democracy of the North will have little cause for boasting, if Walker's election in Virginia is to be followed by the triumph of Senter in Tennessee, Dent in Mississippi, and Hamilton in Texas.

Northern Republicans may regret that the party which has so recently been organized in the South can be so easily divided, and fear that these divisions are the precursors of future defeats. But the concessions which the Democracy are forced to make should not be forgotten, and their departure from their ancient landmarks can scarcely fail to demoralize their own organization. Reconstruction is at best a bitter pill for Rebel throats to swallow, and if they find means for sugar-coating it which are not absolutely dangerous or illegal, this consolation should not be denied them.

THE MASSACHUSETTS LIQUOR LAW.

In several of the New England States attempts have been made at various times to check the spread of intemperance by prohibitory liquor laws of the most stringent character. Notwithstanding the moral as well as legal influences brought to bear by the advocates of total abstinence, their efforts have not been crowned with success, and the liquor drinkers and sellers have always managed to practically keep the upper hand. The Maine Liquor law was a total failure for all practical purposes, as all similar measures have been. Notwithstanding this fact, the friends of the temperance cause have not allowed themselves to despair, but in Massachusetts particularly they have carried on a vigorous war against dram-drinking and selling. At the last session of the Legislature they procured the enactment of a law of unusual stringency, which it was hoped would have the desired effect of reducing the liquor traffic. The authorities appear to have exerted themselves with far more zeal than was to be expected to carry out the provisions of the law, in spite of its very great unpopularity with a large number of citizens, but the result thus far has not been such as to indicate that any very decided moral reform will be accomplished by its agency. The sale of liquors at open bars has to a certain extent been diminished, and large quantities of alcoholic fluids have been seized by the State constable. This has compelled the dealers and their customers to resort to various evasive devices, such as the formation of drinking clubs, by which they are enabled to get around the law. The measure has also met with the decided oppisition of many influential persons who are in the habit of using spirituous liquors in moderation, who do not think that they ought to be deprived of the use of them because some persons abuse them, and who oppose the operations of the law as unjust and as infringing on their natural liberties.

The fact of the matter is, that neither in Massachusetts nor anywhere else can a law like this be made to operate. Most men who are not drunkards will admit that, in view of the evils resulting from the abuse of intoxicating liquors, there ought to be some supervision of their sale by the legal authorities; but experience has amply shown that the most the law can do is to aid the cause of moral reform, and not to force it. Such is the perversity of human nature, that men who would freely give their influence to the temperance cause will oppose it when it appeals to the law to do what it is unable to accomplish by persuasion. It is well enough that experiments like this should sometimes, however, have a full trial, if only to demonstrate their fallacy; and the fact that practically the law can do little or nothing to check intemperance should encourage the friends of the temperance cause to work more zealously to do by moral suasion what they can never do by force. There is no doubt that the introduction of an abundant supply of drinking fountains in our large cities, with an abundance of light wines and cheap unintoxicating beverages, will do more for the temperance cause than either moral suasion or legal enactments. The advocates of temperance are too often visionary and impractical in their ideas, and consequently they embarrass themselves by difficulties that need not exist. The subject is one of great difficulty at the best, and to deal with it at all requires rare discrimination and tact, together with a large sympathy with the weaknesses of average human nature, and practical measures of reform are those alone which will accomplish anything.

THE ADMINISTRATION AND CUBA.

The Cuban revolution has afforded our Government an excellent opportunity to demonstrate its ideas of international law and duty: and while it will strengthen our position towards England with regard to the Alabama claims, it will also clearly show the advantages of pursuing the only correct and statesmanlike policy under such circumstances. The prompt and efficient manner in which the Government has checked the Cuban filibusters will meet with the cordial endorsement of all of our citizens who are not carried away by their passions and prejudices. The course of the administration in this matter is the more commendable, as there is every inducement to wink at the illegal expeditions fitted out in aid of the Cuban revolutionists. Their cause has the unanimous sympathy of the nation, and that too without any other than the kindest regards and well-wishes for the prosperity and welfare of Spain herself. Our position is vastly different from that of England during the progress of the slaveholders' rebellion, and there is no analogy between that occurrence and the Cuban insurrection, as was pointed out by the Cubans themselves in their circular issued some months ago, in which they appealed for the sympathy and aid of the people of the United States. The heartiest congratulations were offered to Spain on the successful consummation of her own revolution, and the friendly interest in her progress has never ceased. The advantages of that revolution were withheld, however, from the Cubans, and their attempt to overthrow the Spanish power in their island is recognized as a just revolution against an outrageous tyranny—against an unjust and offensive government in which they have no voice or vote. Their position is identical with that of the American Colonies when they refused any longer to submit to the authority of Great Britain, only that the Cubans have more perhaps to complain of in the way of misgovernment and the petty tyranny of Spanish officeholders, than our forefathers had from the British Government.

Thus far, however, the Cubans, while they appear to hold their own, have not succeeded in their object of establishing a permanent government or expelling the Spaniards to such an extent that the United States can consistently and properly recognize them; and until they do this, any other course than that adopted by the administration would be setting a precedent that might be a fruitful source of annoyance to us in the future. There is no doubt that President Grant and his Cabinet are fully in accord with the nation at large in sympathizing most heartily with the efforts of the Cubans to gain their independence; and, in view of unanimity of feeling in the matter, his determination to have the laws strictly enforced is a praiseworthy indication that he is adhering to the line of duty which he marked out for himself in his inaugural address.

ANNEXATION OF SAN DOMINGO.

There is a rumor that measures are being taken to annex the island of San Domingo to the United States, and that responsible persons representing the government of the island have recently been in Washington to secure the aid of the administration. The United States ought to have possession of one of the large West India islands as a naval station, and to enable us to command the Gulf of Mexico. For this purpose San Domingo would be more suitable even than Cuba; and if we can get it without trouble or expense, and with the consent of its people, there is no reason why we should not take it. The Government of San Domingo, however, is a very indefinite term, as it is very often difficult to tell who its responsible representatives are, or whether it has any government at all. Up to the present time the people of the island have not shown any particular desire to annex themselves to the United States; and the probabilities are that the persons who have been attempting to negotiate with President Grant are the representatives of a political faction which is willing to sell out for a consideration. Whether, in the event of their completing the bargain, their action would be ratified by the people they profess to represent, is question involved in considerable doubt. At any rate, it is certain that our Treasury must not be depleted of any more millions at the present time for the purchase of San Domingo or any other territory. Paying off the public debt and reducing taxation are of far more importance just now than naval posts and sugar plantations in the West Indies. If San Domingo wishes to come to us, she can do so without expense to either party.

IMMIGRATION.

During the thirteen years from 1856 to 1868, both inclusive, the total arrivals from abroad at the ports of the United States reached a total of 2,938,296 persons, 372,652 of whom were natives of this country, leaving the foreign arrivals at 2,565,644. Of this number it is estimated that fully 2,000,000 were immigrants who made the United States their permanent home, the remainder being persons travelling on business or pleasure. The following is a classification of the arrivals by nationalities:—

English	194,166	Scotch	25,829
Irish	569,831	Welsh	5,766
British (not specified)	429,018		
Total from the British Isles	1,215,600		
British Americans	108,531		
Grand total British subjects	1,324,131		
Germans	845,479	Mexicans	3,351
Chinamen	65,943	Poles	2,209
Prussians	64,355	Portuguese	2,090
Swedes and Norwegians	58,289	Cubans	1,956
French	49,383	South Americans (not specified)	2,020
Swiss	24,539	Russians	1,761
Italians	11,691	Austrians	1,592
Spaniards	10,340	Sardinians	1,397
Danes	13,043	Hungarians	487
Dutch	11,205	Central Americans	391
West Indians	8,590	Sicilians	337
Belgians	8,245	Australians	185
Azoreans	4,588	Africans	321
From various parts of the world, designated	1,029		
Nationalities not designated	46,532		
Born at sea	4		

The following shows the numbers among these arrivals who followed the callings named:—

Laborers	515,217	Clergymen	3,322
Farmers	264,949	Tailors	2,151
Mechanics	196,503	Shoemakers	2,128
Merchants	138,214	Lawyers	1,942
Miners	71,414	Manufacturers	1,696
Servants	68,628	Engineers	1,345
Mariners	20,988	Teachers	809
Clerks	13,864	Masons	799
Bakers	5,380	Millers	497
Butchers	4,658	Musicians	450
		Actors	378
Seamstresses and Milliners	3,770	Painters	363
Physicians	3,736	Printers	247
Artists	3,561	Hatters	26
Weavers and Spinners	2,866	Other occupations	5,984

The occupations of 1,602,411 were not specified, and consisted probably of women and children.

The August Magazines.—From Turner Brothers & Co. we have received the August number of *Putnam's Magazine*, which has the following table of contents:—"A Martyr to Science," author of "Still Life in Paris;" "Enticed;" "More Light," Professor Schele de Vere; "Yes," Julian Hawthorne; "Old Time Minister and Parish," Mrs. M. W. Lawrence; "The Usurper," Julian Hawthorne; "Ascent of the Monte Rosa," J. M. Hart; "Lavinia—Her Progress"—II, Caroline Chesbro; "Mauritius," W. R. G. Mellen; "A French Soldier at Inkermann," Mrs. Theo. S. Fay; "Old Times in Virginia, and a Few Parallels," W. C. Elam; "To-Day"—A Romance, Part Second, R. B. Kimball; "The Defects of Women, and How to Remedy Them," Frances Power Cobbe; "Among Thieves," N. S. Dodge; "Fine Arts of Society"—II. Conversation, Lucy Fountain; "Henry J. Raymond—Journalism," H. T. Tuckerman; "The Boston Jubilee;" "Anchored (?) off Binghampton;" "The Princess Biddy;" "Monthly Chronicle—Current Events," F. B. Perkins; "Literature, Art and Science Abroad," Bayard Taylor; "Literature—At Home," R. H. Stoddard; "Table-Talk," Clarence Cook; "Editorial Notes."

The Schoolday Visitor, published by Daughaday & Becker, as usual presents a pleasant variety of entertaining reading for young people.

SPECIAL NOTICES.

☞ SUFFOLK PARK—POSTPONEMENT—The races advertised for Monday, July 19, will be postponed until THURSDAY, July 22; the other Races to come off as first advertised.
WM. H. DOBB, Proprietor.
1t*

PENNSYLVANIA
AND
New York Canal and Railroad Co.'s
SEVEN PER CENT. BONDS.

A limited amount of these Bonds, guaranteed by the Lehigh Valley Railroad Company, is offered at

NINETY AND ONE-HALF PER CENT.

The Canal of this Company is 105 miles long. Their Railroad of the same length is fast approaching completion, and being principally owned by the Lehigh Valley Railroad Company, will open in connection therewith an immense and profitable trade northward from the coal regions to Western and Southern New York and the Great Lakes.

Apply at Lehigh Valley Railroad Company's Office No. 303 WALNUT Street, Philadelphia. [7 1 1mip

CHARLES C. LONGSTRETH,
Treasurer Lehigh Valley Railroad Company.

DREXEL & CO.,
NO. 34 SOUTH THIRD STREET,
American and Foreign
BANKERS,

ISSUE DRAFTS AND CIRCULAR LETTERS CREDIT available on presentation in any part of Europe.

Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.

DREXEL, WINTHROP & CO., New York. | DREXEL, HARJES & CO., Paris. [3 10 4p

WHEELER & WILSON'S
SEWING MACHINES
Are the Best, and are Sold on the Easiest Terms.
PETERSON & CARPENTER,
GENERAL AGENTS,
No. 914 CHESNUT Street,
3 5 fmw$ PHILADELPHIA.

CLOTHING.

ROCKHILL & WILSON
OFFER THE GENTLEMEN

SUMMER SUITS,
SUMMER SUITS,
SUMMER SUITS
OF CASSIMERE.

SUMMER SUITS,
SUMMER SUITS,
SUMMER SUITS
OF CHEVIOT.

SUMMER SUITS,
SUMMER SUITS,
SUMMER SUITS
OF FINE TWEED.

SUMMER SUITS,
SUMMER SUITS,
SUMMER SUITS
OF LINEN DUCK.

SUMMER SUITS,
SUMMER SUITS,
SUMMER SUITS.

The most becoming styles of all manner of thin goods, ready-made, in immense quantities, and at lower prices than anywhere else, or made to your measure, if you prefer it.

Perfect fit guaranteed to each gentleman.

Come and look at the Summer Suits.

ROCKHILL & WILSON,
NOS. 603 AND 605 CHESNUT STREET,
PHILADELPHIA.

THE STAR.
THE LARGEST ONE-PRICE
CLOTHING HOUSE.
No advantage taken of a want of knowledge of goods. FINE GOODS AT THE LOWEST RATES.
STRICTLY ONE PRICE.
PERRY & CO.,
519fmw2mrp No. 609 CHESNUT St., above Sixth.

DARING ATTEMPT TO ROB
HERRING'S PATENT
FRANKLINITE BANKER'S CHEST.

PERRYVILLE STATION, PENNSYLVANIA RR., June 12, 1869.

MESSRS. FARREL, HERRING & Co.,
No. 629 Chesnut street, Philadelphia.

Gents:—A persistent but unsuccessful effort was made on the night of May 29, 1869, to drill the Banker's chest received from you a few month ago.

From facts that have come to our knowledge, it is evident that the attempt to open it was renewed on Sunday evening following. Finding all efforts to drill it useless, the effort was then made to break the lock. The hammering was heard by parties in the neighborhood for several hours, but supposing it to arise from the railroad men replacing a defective rail, excited no alarm. The tools, with the exception of the drills, were left. It is evident that they were not only prepared, but perfectly familiar with the construction of your Chest.

That they failed is another evidence that your Banker's Chests are what you claim for them, Burglar-Proof.

Respectfully yours,
6 15 4p J. BALSBACK, Agent.

MARVIN'S
Patent Alum and Dry Plaster
FIRE-PROOF SAFES
ARE THE MOST DESIRABLE FOR QUALITY, FINISH, AND PRICE.

MARVIN'S
CHROME IRON
SPHERICAL BURGLAR SAFES
Cannot be Sledged!
Cannot be Wedged!
Cannot be Drilled

Please send for a catalogue to
MARVIN & CO.,
NO. 721 CHESNUT STREET,
(MASONIC HALL), PHILADELPHIA,
No. 265 BROADWAY, NEW YORK,
No. 108 BANK STREET, CLEVELAND, OHIO.
SECOND-HAND SAFES OF ALL MAKES FOR SALE LOW. [6 12 mwf4p
SAFES AND MACHINERY MOVED.

RODGERS' AND WOSTENHOLM'S POCKET KNIVES, Pearl and Stag Handles, of beautiful finish. RODGERS' and WADE & BUTCHER'S RAZORS, and the celebrated LECOLTRE RAZOR SCISSORS of the finest quality.
Razors, Knives, Scissors, and Table Cutlery Ground and Polished at P. MADEIRA'S, No. 115 S. TENTH Street below Chesnut. 2 8 5p$

EMPIRE SLATE MANTEL WORKS.—J. B. KIMES, No. 2126 CHESNUT Street. 1 13wfm5

NEW PUBLICATIONS.

ANTHONY TROLLOPE'S NEW STORY,
"THE VICAR OF BULLHAMPTON,"
IS CONTINUED IN THIS NUMBER.
JUST ISSUED,
THE AUGUST NUMBER OF
LIPPINCOTT'S MAGAZINE,
With a Full-Page Illustration.

CONTENTS.
I. "THE VICAR OF BULLHAMPTON." A Novel. Part II. By Anthony Trollope.
II. HEROES.
III. JOSEPH JEFFERSON.
IV. AN ADVENTURE IN THE SNOW.
V. MANIFEST DESTINY.
VI. BEYOND THE BREAKERS: A Novel. Part VIII. By Hon. Robert Dale Owen.
VII. IS IT A GOSPEL OF PEACE? By General Francis A. Walker.
VIII. WAIFS FROM MONTICELLO.
IX. PARLOR AND KITCHEN. By Mrs. Margaret E. N. Sangster.
X. MAGDALENA. A Novelette. Part I. Illustrated By the author of "Old Mam'selle's Secret."
XI. PETER CRISP'S SPECTACLES.
XII. THE OLD STORY.
XIII. OUR MONTHLY GOSSIP.
XIV. LITERATURE OF THE DAY.

For sale at all the Book and News Stores. Yearly subscription, $4. Single number, 35 cents.

CLUB RATES.—Two copies, $7. Five copies, $16. Ten copies, $30, and each additional copy $3.

Specimen Number, with Premium List, sent to any address on receipt of Thirty-five cents. Address

J. B. LIPPINCOTT & CO., Publishers,
7 19 mw2t Nos. 715 and 717 MARKET St., Philada.

JUST PUBLISHED
BY
PORTER & COATES,
Publishers and Booksellers,
NO. 822 CHESNUT STREET,
TALES OF A GRANDFATHER
BY SIR WALTER SCOTT.
Four Volumes, 12mo. Fine cloth. $1 50 per volume.

Uniform with our Standard Edition of Waverley Novels the only complete edition, containing Tales from French History.
PORTER & COATES.
All the new Books and Magazines as soon as published and sold at wholesale prices. 3 22 mwf3rp

CURTAINS, ETC.

W. H. CARRYL,
Formerly of No. 719 Chesnut Street,
HAVING RESUMED THE
CURTAIN BUSINESS
AND
RAILROAD SUPPLIES,
AT
No. 723 CHESNUT STREET,
TWO DOORS ABOVE HIS OLD STAND,
UNDER THE NAME OF
W. H. CARRYL & SONS,

Will be pleased to see his friends and former customers and the public generally who wish to purchase.

REAL HAND-MADE LACE CURTAINS from $10 to $60 a pair.
JACQUARD LACE CURTAINS from $3 to $14 a pair.
MOSQUITO CANOPIES from $5 to $12 each.
MOSQUITO CANOPIES for Infants' Cribs, new and neat, $5 each.
MOSQUITO NETTINGS, by the piece, $1·25 to $1·50.
WINDOW SHADES, all colors and sizes, made and put up in the best manner, at $2, $2·25 up to $4, according to size.
TABLE AND PIANO COVERS.
VESTIBULE LACES AND RODS, silvered and brass.
CORNICES, gilt, rosewood, and walnut.
Tassels, Cords, Gimps, Fringes, Loops, etc.
Reps, Terries, Satins, Brocatelles, Plushes, Damasks, etc., of the newest designs and most approved colors, for Furniture Coverings and Curtains.
Particular attention is invited to our stock of Lace Curtains, Mosquito Canopies and Window Shades.
Our stock is entirely NEW AND FRESH.
The price is marked in plain figures on every article, and no variation will be made in prices.
Railroad Plushes, Canvas, Head Linings, Baggage Racks, Plush Buttons and Nails, Silvered Screws, Twines, Seat Springs, etc. etc.

W. H. CARRYL & SONS,
7 19 mw2t No. 723 CHESNUT Street.

A Pacific Railway Gold Loan.
$6,500,000.

We beg leave to announce that we have accepted the agency of the
Kansas Pacific Railway Company
For the sale of its NEW SEVEN PER CENT. THIRTY-YEAR LOAN, FREE OF TAX.

This loan amounts to $6,500,000. FIRST MORTGAGE LAND GRANT AND SINKING FUND BONDS, secured upon the extension of the Railway from near Sheridan in Kansas to Denver, Colorado, a distance of 237 miles, of which 12 miles are completed, and the rest is under construction. It is also a Mortgage upon Rolling Stock and Franchise of this first-class Railway now running through the State of Kansas,

AND IN SUCCESSFUL OPERATION FOR 437 MILES west of the Missouri river, and earning already enough to meet all of its expenses and existing obligations, besides MORE THAN THE INTEREST UPON THIS NEW LOAN. In addition to this, the bonds are also secured by a first mortgage of the GOVERNMENT LAND GRANT OF THREE MILLION ACRES, extending in alternate sections on either side of the track, from the 394th mile post in Kansas to Denver. The proceeds of the sale of these lands are to be invested by the trustees in the 7 per cent. bonds themselves up to 120, or in United States Bonds, as A SINKING FUND FOR THE REDEMPTION OF THE BONDS. The lands embrace some of the finest portions of the magnificent Territory of Colorado, including a coal field and pinery. The Company also holds as an asset another tract of THREE MILLIONS OF ACRES IN THE STATE OF KANSAS, and although not pledged as a security for this loan, their possession adds largely to the Company's wealth and credit. We estimate the
VALUE OF THE COMPANY'S PROPERTY, COVERED BY THIS MORTGAGE, AT $23,000,000, NET, WHILE THE LOAN IS MERELY $6,500,000.

The Bonds have THIRTY YEARS TO RUN, from May 1, 1869, and will pay
SEVEN PER CENT. INTEREST IN GOLD,
semi-annually, on May 1 and November 1, and are FREE FROM GOVERNMEMT TAXATION, the Company paying the tax.

The PRINCIPAL of the Loan is made PAYABLE, in GOLD, in the city of New York, but each coupon will be PAYABLE IN FRANKFORT, LONDON, OR NEW YORK, at the option of the holder, without notice, at the following rates:—

On $1000 Bond in New York....$35 (gold) each half year.
" " London......£7 5s. 10d. " "
" " Frankfort.....7 flrs. 39 krtzs. " "

The agents of the Loan, before accepting the trust, had the condition of the road, and the country through which it runs, carefully examined. They are happy to give the Loan an emphatic indorsement as a
FIRST-CLASS INVESTMENT
in every respect, perfectly sure, and in some essentials even BETTER THAN GOVERNMENT SECURITIES. The bonds will be sold for the present at 96, with ACCRUED INTEREST both in CURRENCY, the agent reserving the right to [illegible] the rate.

The attention of investors is invited to these well-secured bonds, which we recommend as one of the most profitable investments in the market. Gold and Government Securities taken in payment at their market value, without commissions. Pamphlets, with maps giving full information, sent on application.

DABNEY, MORGAN & CO.,
NO. 53 EXCHANGE PLACE, NEW YORK.
M. K. JESUP & CO.,
7 14 5t NO. 12 PINE STREET, NEW YORK.

LIFE INSURANCE.

MASSACHUSETTS
MUTUAL LIFE INSURANCE CO.,
OF
SPRINGFIELD, MASSACHUSETTS.

INCORPORATED A. D. 1851.

Dividends Declared and Paid Annually on the Contribution Plan.

HON. C. RICE, President.
F. B. BACON, Secretary.
J. LIVINGSTON ERRINGER, Pennsylvania Director.
CHARLES M'LEAN KNOX, Manager.

POLICIES ARE NOT FORFEITED
IN THE
Massachusetts Mutual Life Insurance Company

By failure to pay the premiums when due, but are continued in force by the NON-FORFEITURE LAW OF THE STATE OF MASSACHUSETTS of April, 1861.

EXAMPLES:

ORDINARY LIFE POLICY, AGE 35.

One Annual Cash Payment will continue the policy in force, FOR ITS FULL AMOUNT, 2 years and 3 days.

Five Annual Cash Payments will continue the same policy in force, FOR ITS FULL AMOUNT, 10 years and 56 days.

Ten Annual Cash Payments will continue the same policy in force, FOR ITS FULL AMOUNT, 19 years and 21 days.

ORDINARY ENDOWMENT POLICY, AGE 35,
Payable at Death or to Insured at Age of 60.

One Annual Cash Payment will continue the policy in force, FOR ITS FULL AMOUNT, 3 years and 10 months.

Five Annual Cash Payments will continue the same policy in force, FOR ITS FULL AMOUNT, 15 years.

TEN PAYMENT ENDOWMENT POLICY, AGE 35,
Payable at Death or to Insured at Age of 60.

One Annual Cash Payment will continue the policy in force, FOR ITS FULL AMOUNT, 6 years.

Five Annual Cash Payments will continue the same policy in force, FOR ITS FULL AMOUNT, 26 years.

The following cases have occurred under the law at the Pennsylvania Agency of the Company:—

THOMAS SCHENCK, of Philadelphia, insured August 27, 1863, under Policy No. 7290, for $1000, giving a loan note for one-third of his premium, and paying the cash part of his premium quarterly. He failed to pay the premium due February 27, 1867, and died April 27, 1867—two months after the premium was due and unpaid. The whole amount of the policy, less the premium due the Company, was promptly paid under the law.

ALSO,

A. H. HAMMELL, of Camden, N. J., insured September 11, 1865, under Policy No. 11,309, for $3000, giving a loan note for one-third of his premium—he failed to pay his premium due March 11, 1868, and died May 9, 1869—one year and a half after his premium was due and unpaid. The whole amount of his Policy, less the premium due the Company, was promptly paid under the law, at the Pennsylvania office, June 19, 1869.

The "Insurance Monitor," of New York, has the following article in its issue of December 24, 1868:—

Full Insurance.—The equity and beneficence of the Massachusetts statute, which makes all life policies good for the full term for which insurance had been paid—the over-payments of the first years being credited as upon a paid-up term policy, was singularly exemplified by a recent case at New Bedford—About five years ago, a citizen of New Bedford effected insurance upon his life for $5000. The premiums were paid regularly till June, 1867, when, for some reason, payments were discontinued. The assured recently died, when the company was notified of the death, and were asked if the policy was still in force under the statute of this State regulating the forfeiture of self-insurance policies. The reply is that the policy is valid, and the company, recognizing the claim, will pay the widow the amount insured, less the unpaid premium and the accrued interest thereon, amounting to about $350.

For books of the Company, blank forms of application, and any other information desired, apply to

JOHN KNOX MARSHALL,
State Agent and Attorney for Pennsylvania,
SOUTHEAST CORNER
SIXTH and WALNUT Streets,
PHILADELPHIA.

ROBERT P. HARRIS, M. D., Medical Examiner. In attendance at office daily, from 1 P. M. till 2 P. M.

STATEMENT OF THE CONDITION OF THE MASSACHUSETTS MUTUAL LIFE INSURANCE COMPANY OF SPRINGFIELD, MASS., ON THE 31ST DAY OF DECEMBER, 1868.

CAPITAL STOCK, NOTHING. PURELY MUTUAL.

Amount of Loans secured by bonds and mortgages constituting the first lien on Real Estate, on which there is less than one year's interest due and owing	$814,161·59
Loan Notes (with interest accrued)	650,125·55
United States Bonds	280 410 00
State and City Securities	90,880·00
Loans secured by Collaterals	66,177·54
Railroad Stocks and Bonds	65,525·00
328 Shares Bank Stocks	33,410·00
Real Estate owned by the Company	97,000·00
Premiums on Policies in hands of Agents	154 279·39
Deferred Premiums (on interest)	132,818·39
Office Furniture	4,703·09
Interest accrued on investments	34,083·12
Cash on hand and in Banks	15,803·16
Total assets, December 31, 1868	2,469,355·74
Receipts:—	
Amount of Cash Premiums received	556,988·45
Loan Notes	303,415·89
Interest on Investments and Rents	112,917·33
Disbursements:—	
Amount of losses paid during the year, including $22,500 unpaid the previous year	129,900·00
Paid for surrendered and lapsed Policies	82,348·10
Amount of Dividends paid to Policy Holders since August 1, 1868	39,638·84
Commissions paid to Agents	71,633·73
Paid for Agency Expenses, Printing, Advertising, Medical Examinations, Salaries, Travelling Expenses	64,698·57
Paid for Reinsurance Premiums	533·48
Dividends unpaid in process of payment	183,650·35
Losses reported, but not due	63,300·00

State of Massachusetts, County of Hampden, ss.

Be it remembered that on the fifth day of February, A. D. 1869, before the subscriber, a Notary Public, and for the State of Massachusetts, duly commissioned and authorized by the Governor of the State of Massachusetts to administer oaths and affirmations, personally appeared Caleb Rice, President of the Massachusetts Mutual Life Insurance Company, and made oath that the following is a true statement of the condition of said Life Insurance Company upon the 31st day of December, 1868.

SEAL. And I further certify that I have made personal examination of the condition of said Life Insurance Company on this day, and am satisfied that they have assets safely invested to the amount of $2,469,355 74; that I have examined the securities now in the hands of the Company, as set forth in the annexed statement, and the same are of the value represented in the statement. I further certify that I am not interested in the affairs of the said company.

In witness whereof I have hereunto set my hand and have affixed my official seal this fifth day of February, A. D. 1869.

7 19 mwf6t CHARLES MARSH, Notary Public.

AT THE SEASIDE.

Grant and the Grey Reserves.

Cape May Reaches a Climax—The President of the United States and the First Regiment of Pennsylvania Militia Visit the Island in Conjunction.

From Our Own Correspondent.

Stockton House, Cape Island, N. J.,
July 19, 1869.

Never at this precise date in the season, and probably never at any other date, was Cape Island so overflowing with people as it is just now. As I have stated in previous letters, the hotel and cottage improvements which have been completed during the past winter afford ample accommodation for two thousand people. Yet on Saturday evening, when the regular express train of the West Jersey Railroad arrived, and the contents of its sixteen crowded cars were turned loose, hundreds of travel-stained wayfarers found themselves in an unhappy quandary as to what disposition they would make of themselves for the night. But the seaside host possesses one quality in a pre-eminent degree, and that is a fertility of resource in stowing away his fellow-men By hook or crook, every man, woman, and child found a bed, and congratulated himself or herself according to its size and surroundings, and the number of bed-fellows.

The Encampment of the Grey Reserves.

As all the world has already been made aware, the 1st Regiment of Pennsylvania Militia, otherwise known as the Grey Reserves, arrived in this sea side town on Friday afternoon, and pitched their tents for a week's encampment. The regiment turned out 325 strong for this agreeable military episode, Companies A, B, C, D, E, H, and I participating in it. It is under the command of Colonel James W. Latta, who is accompanied by the full regimental staff. The spot selected for the week's sojourn is on a piece of rising ground about one mile distant from the principal hotels, but within a quarter of a mile of the ocean shore. This solitary unit of a mile, albeit a genuine Jersey mile, and therefore about as wearisome a walk in a scorching Jersey sun as any one not a Jerseyman would desire to make, is expanded by the lively imagination of a Jersey hackman into two miles and a half, and a drive over it charged for accordingly.

Who Wouldn't be a Soldier?

The camp, which has been named Camp Upton, in honor of the gallant officer upon whose staff Colonel Latta served during the war, is partially surrounded by clumps of stunted trees, but they are so far removed that their dwarfed shadows avail not the gallant boys who are playing soldier for a week "just for the fun of the thing." And if you listen to their melancholy narrations about the thermometer achieving every day at noon the feat of 103 degrees when immersed in a bucket of ice-water and shaded by a kettle-drum, you could not, in all conscience, dispute the perspiring youth in grey when he assured you that the whole regiment were enjoying the biggest kind of a time. Yet the boys contrive to catch a whiff of every breeze that is going, and, when they do so, exclaim with true martial enthusiasm, "Who would not be a soldier?"

The tents are grouped in long parallel lines, running from north to south, and to distinguish one from another, for they are 184 in number, many of them have been labelled with such unique and classical titles as the Smith House, the Continental, the Rosebud, the Stockton, and the Patent Inn.

It will not be amiss to state that the regiment, during its sojourn of a week, is being subjected to the strictest sort of military discipline. But the *esprit du corps* is so strongly implanted in the manly and fearless bosoms of its members, that to a man they comply with every regulation without an approach to a murmur. As evidence of the high tone which pervades the camp, it is only necessary to state that yesterday morning large numbers attended divine service in a neighboring church, and listened with marked attention and apparent profit to the sermon which was delivered by the Chaplain, Rev. Wallace Radcliff, pastor of the Presbyterian Church at Fortieth and Pine streets, West Philadelphia.

It is not necessary for me to repeat in detail the first episode which befel the gallant Pennsylvania militiamen, their grand triumphal march through the streets of Cape Island on the evening of Friday.

Preparing to Welcome the Enemy.

On Saturday morning, however, the second notable incident of the week transpired. A man was espied by one of the guard making in the direction of the camp with all the speed that was at his command. He was gesticulating wildly and vociferating loudly, and consternation was begotten by his approach. As soon as Colonel Latta was apprized of his approach, he cleared his throat to give the order for doubling the guards and deploying a full company as skirmishers, under the quite justifiable belief that the enemy, in the shape of an army of Jersey land sharks of various species, was about to pounce down upon his command, drive his demoralized followers into the yawning sea, and then sack his deserted quarters until they had realized a surfeit of plunder.

The Great Honor Reserved for the Grey Reserves.

The consternation of the worthy commander, however, was increased tenfold when he was told by the panting messenger that the Tallapoosa was lying off the Cape with the President of the United States and a party of distinguished personages on board. Colonel Latta at once suppressed the half-uttered commands he had given, donned his full-dress uniform, and, stepping into a small row-boat, was soon placed on the deck of the Presidential vessel. His mission was a daring one. The President of the United States had never yet, in the history of the country, passed a single regiment of militiamen in review. Could it be that this great honor was reserved for the Grey Reserves? It was even so; for, when the request was made, a graceful assent was given, and the President announced that in half an hour he would appear at the encampment.

He was as good as his word—nay, better. Not half of the time allotted to the serious task of preparing for such a momentous event had elapsed before the arrival of the Presidential party at Camp Upton was heralded. But the boys were ready. As the enthusiastic chronicler of the Associated Press has already informed the world, "the troops received their old commander with cheers." The customary formalities of such a ceremonial were duly observed, and after a short sojourn within the limits of Camp Upton, President Grant and his companions departed, and the Grey Reserves were left masters of the field, with the undisputed right to claim the greatest feat on record to the credit of a militia regiment.

The Presidential Party,

as appears from the register of the Stockton House, consisted of "His Excellency President Grant and family," "Ex-Secretary Borie," and "Postmaster-General Creswell and family." Among them were Mrs. Grant, Mr. Fred. Grant, who is now a cadet at West Point, and one of the President's daughters. The Tallapoosa had arrived off the Cape at five o'clock in the morning, but breakfast was partaken of on board the vessel, and it was half past ten before the distinguished honor of the review at Camp Upton transpired. At half past eleven, as has been made a part of history by the enthusiastic chronicler above quoted, the Presidential party went in to bathe, and subsequently settled themselves in commodious and elegant apartments at the Stockton House, there to remain during their sojourn upon the island.

The "Reception Militaire" and "Soiree Dansante" at Congress Hall.

But the brilliant achievements of the Grey Reserves, which fate had decreed should be crowded into a single day, were far from being complete. A formal reception at Congress Hall was upon the programme for the evening. The spacious dining-room was magnificently ornamented for the occasion by a continuous series of festoons of bunting, stretching along the cornice of the entire apartment. The company that assembled to participate in the affair was one of the largest and most brilliant that has ever been collected on the island. The grand event was ushered in by an attractive display of fireworks upon the lawn, and before the glare of the rockets was ended a loud outbreak of applause burst from the spectators and announced the arrival of the President. The Reserves, in all the splendor of full uniform, but without their instruments of slaughter, were drawn up in line extending the length of the room, and at half-past 9 President Grant, leaning upon the arm of E. C. Knight, Esq., and followed by the ladies and gentlemen who bear him company, entered. The President immediately passed down the line and returned, receiving a marching salute, "Hail to the Chief" meanwhile being played by McClurg's band. In a few fitting words, Mr. Knight then formally welcomed the regiment to the island, and Colonel Latta made a becoming response. After the Presidential party retired, the regular programme of dances—a wild medley of galop, waltz, quadrille and lanciers—was gone through with, the brave boys from Camp Upton exerting themselves to the utmost to close the day without detracting from its earlier achievements. Mark Hassler wielded the baton, and not until the stroke of twelve impended was the brilliant affair brought to a close.

A Startling Resemblance.

To say that the arrival of President Grant at the island on Saturday created a profound sensation would be telling the simple truth. His visit was not anticipated until it was announced in the papers by telegraph from Fortress Monroe, and even then the announcement was regarded by many as a hoax, as his intended arrival at Long Branch on the same day had been telegraphed all over the country. Therefore, when the islanders and their legion of guests were forced to believe that the Tallapoosa was lying off the Cape, a profound sensation was the result. And the sensation lost naught of its intensity during the thirty-four hours through which the Presidential sojourn extended. "Have you seen him?" "Have you seen General Grant?" "Have you seen the President?" Ten thousand queries of this sort were put, and ten thousand yeas and nays, about evenly divided, were given in response.

One free and sovereign citizen, as he was perambulating the front piazza of the Stockton House, on Saturday afternoon, thought at one moment that he stood face to face with the hero of the apple tree at Appomattox, and yet he was troubled by grave doubts. So he approached the quiet gentleman in black, whose personal appearance so closely fulfilled his notions of the Presidential physiognomy.

"Are you General Grant?" he queried, bluntly.

"I am frequently taken for him" was the response, and given with such a defiantly impenetrable air, that the anxious sovereign turned on his heel, still floundering in a sea of doubt.

During a great portion of both Saturday and Sunday, the President was of course the recipient of formal calls by persons of more or less consequence in the world. I am extremely happy to be able to state, on unquestionable authority, that he was as grave and courteous as usual; that nothing of the slightest consequence, especially in relation to the Cuban question or the Alabama claims, escaped his lips; and that, singular and incredible as it may appear, to the word "horse" he did not once give utterance during the entire thirty-four hours of his stay among us.

The President Lights a Cigar.

Despite all the welcome and unwelcome calls, and despite all the annoying glances and persistent pursuits in which the morbidly curious indulged, the President in due time found himself at the end of his first day at Cape Island, and betook himself to rest in much the same fashion, by way of preliminaries, as is customary with the general run of mankind. At precisely seventeen minutes after eight o'clock on Sunday morning he opened his eyes, and expressed no astonishment whatever when he discovered, on so doing, that the sun was already high in the heavens. A gentleman of remarkably inquisitive habits, and exhibiting an inordinate passion for learning the most trifling details of the President's movements, who scribbled upon the hotel register the name of A. Jenkins, of the New York *Enterprise*, and whose departure, as well as his arrival, proved to be simultaneous with that of the Presidential party, stated in my hearing, on Sunday morning, that the first thing the President did after opening his eyes and ascertaining the rather unremarkable fact that it was daylight, was to ring for a cigar. This, remarked Mr. J., with a deal of positiveness, he lighted before moving a muscle other than those of his eyelids, right arm, and lips. Mr. J.'s source of information proved to be a reliable contraband who, with his own hand, had struck the match which ignited the Presidential weed, and with his own two eyes, half emerging from their sockets, had witnessed the ignition. If your readers choose to put faith in the story, they are at liberty to do so; but I deem it due to them to state, in all candor, that I did not succeed in confirming or annihilating it.

Be this story true or false, one assertion which fell from the lips of Mr. J. I am enabled flatly to contradict. This was to the effect that when the President entered the breakfast-room, at half-past 9 precisely, he held a cigar between his Presidential teeth, the which—the cigar, of course, and not the teeth—he quietly removed as soon as he was seated at table, and placed carefully under the edge of his plate. This report, I am fully persuaded, was manufactured out of the whole cloth, for I chanced to be leaving the room just as the President entered it, and am quite positive that he had not then a cigar about his Presidential person. The air was not even freighted with the slightest odor of the weed.

The President at Breakfast.

Instead of tucking away the remnant of a cigar, the President, as soon as he was settled in his seat, picked up the bill of fare and scanned it hurriedly. He then turned his head slightly to the right, and pronounced in a tone that was perfectly audible to the attentive gentleman of color, who leaned over the back of his chair, the words:—

"A cup of coffee, a piece of beefsteak, an omelet, and some dry toast. That is all, I believe."

During the three quarters of an hour which the President passed at the breakfast table, he spoke frequently to the members of his party who were grouped about him, but not once during these three quarters of an hour did he breathe the word "horse," or ask for a cigar. My authority for these statements is the united testimony of the five gentlemen of color who waited upon the Presidential table, some one of whom was constantly immediately behind the Presidential chair.

As soon as the President had finished his leisurely breakfast, he left the table, emerged from the room into the main hall of the hotel, and proceeded without delay to his private parlor. My authority for these statements is my own unquestioned closeness of observation.

The President Takes a Bath.

Here, again, I can vouch for the entire correctness of my narrative. The event transpired between half past eleven and five minutes after twelve, counting the time during which the President was preparing for a wrestle with the breakers and that during which he was preparing to again face the world on dry land.

When the President first entered his bathing room, he was attired in a monotony of black. When he emerged therefrom he was grotesquely clad in a suit of blue flannel, with wide stripes of white running down the legs of his commodious trousers and down the sleeves of his rather baggy jacket. If the truth must be told, the avordupois of the patriotic gentleman who loaned the President a bathing suit is slightly in excess of that of the President himself. This circumstance will satisfactorily account for the circumstance stated just previously.

Such of the bathers as were buffeted by the waves into the immediate proximity of the President, while the latter was taking his bath, noticed at a glance that he had not been head over ears in the water for two seconds before he became very wet. To all appearances, the President's garments were completely saturated, and to all appearances the President paid no attention to the circumstance. In fact, he rather seemed to like the accumulation of moisture upon his bathing costume, and dived, and floundered, and pitched about, quite as recklessly as the most reckless upon the beach. When the President finally emerged from the water and started towards his bath-house, he was completely soaked. Of this fact there can be no doubt.

Details Too Numerous to Mention.

I might follow the President through the ceremony of dinner; might detail how he passed the afternoon; might explain why he did not eat any supper; might depict the consternation which fell upon the whole island community, and notably upon the Grey Reserves and the First City Troop, when it was announced that the President, instead of remaining until Monday morning, would take his departure for Long Branch at 8 o'clock on the evening of Sunday; might narrate the words which passed between the President and a select committee which devoted a half hour to attempting to effect a change in the Presidential programme. But I intend to do nothing of the kind.

The Grey Reserves Overwhelmed.

When it was finally settled that the Presidential party would board the Tallapoosa at 8 in the evening, the dismay thereby created was somewhat modified by the accompanying announcement that he would pay one more visit to Camp Upton. This was to take place at 7 o'clock, the hour for the regular evening dress parade. As the momentous moment approached, every available conveyance was brought into requisition, the sojourners upon the island still laboring under the delusion that the solitary Jersey mile which stretched between them and Camp Upton was equal to two statute miles and a half. The crowd that found its way to the camp numbered at least fifteen hundred people.

The companies of the command were duly marshalled at the appointed hour; the formalities and evolutions of the parade were gone through with in the most satisfactory and creditable manner; the drum-major and the drum corps and the full brass band marched up the line to slow time, dispensing Offenbachian strains, and countermarched to quick time; the company reports were made; the parade, after being stretched out to its utmost limits, was finally dismissed, and the spectators and the brave soldier-boys were alike and equally disappointed.

The hero of Appomattox, for once in his life, had failed to meet a military appointment.

At twenty minutes past 7, however, a great cry was raised on the outskirts of the crowd, still lingering on the scene of their discomfiture. Then there was a grand rush and scramble, and on all sides was echoed the command to "fall in!" The Greys were again taken unawares. So completely unawares were they taken, that they neglected to "receive their old commander with cheers." Yet they bestirred themselves as such gallant campaigners are wont to do, and in an incredibly short space of time the line was again drawn out the entire length of the camp.

Meanwhile, two carriages had been driven into the centre of the group of tents. In the first sat the President, Postmaster-General Creswell, and A. W. Markley, Esq.; in the second, Mr. Fred. Grant, Mr. Samuel Hoar (a son of the Attorney-General), Mrs. Grant, and Miss McIlvaine, a sister-in-law of the Postmaster-General. As soon as the carriages passed the eager crowd pressed about them, and not a few, both ladies and gentlemen, succeeded in getting a shake from the Presidential hand. But as soon as the line was fairly formed, the two carriages made the circuit of the camp, and were then driven down the array in review. This simple ceremony over, the regiment was again dismissed, and after a few minutes more of delay, extending the visit to an even quarter of an hour, the Presidential party took their departure, being followed by the echoes of the salute of twenty-one guns, which, in compliance with President Grant's request, was fired on his retiring from the ground, instead of at his arrival.

Off They Go.

The Presidential party at once boarded the Tallapoosa, and the Tallapoosa proceeded on her voyage. The Grey Reserves, after gloating over the glories of the past two days, finally crawled under their tents to dream their triumphs o'er again. At midnight their visions were disturbed by a drenching rain.

The Programme for To-day.

Despite the departure of the President, the events of to-day give promise of being unusually attractive and brilliant. Major-General Meade will review the troops at their encampment, and with him on this occasion will be Major-General Stewart Van Vliet, the Quartermaster-General of the Department of the East, Adjutant-General Drum, and General Barstow, Aide-de-Camp. The presence of President Grant would have lent additional lustre to the event, but it will be highly attractive, even in his absence.

In the evening will transpire at the Stockton House the grand *soiree militaire*, for which preparations have been made on such a scale as will doubtless render it the most brilliant social occasion of the season. The Greys, in whose honor it is to be given, will of course be present in full force and in full uniform. In addition to them, quite a number of the members of the First City Troop are already on hand, and others still are expected. They will likewise appear in their gorgeous full dress, with their ponderous seven-league boots and their dangerous-looking spurs. The company will be large—overwhelmingly so. Everybody will be there—that is to say, every body that can get there.

Washtenaw.

CITY ITEMS.

Summer Clothing of All Kinds.—*A large assortment selling rapidly, but replenished daily. New, fresh, and fashionable,* SUPERIOR TO ANY READY-MADE STOCK IN PHILADELPHIA *in style, fit, and make, and sold at prices guaranteed lower than the lowest elsewhere, or the sale cancelled and money refunded.*

Half way between } Bennett & Co.,
Fifth and } Tower Hall,
Sixth Streets, } 518 Market St.,
Philadelphia,
and 600 Broadway, New York.

Hallet, Davis & Co.'s "New Scale" Grand and Square Pianos have great body of tone, and are as clear and musical as a bell. The Agency is at No. 927 Chesnut street. Every musician should have one.

Jewelry.—Mr. William W. Cassidy, No. 12 South Second street, has the largest and most attractive assortment of fine Jewelry and Silverware in the city. Purchasers can rely upon obtaining a real, pure article furnished at a price which cannot be equalled. He also has a large stock of American Western Watches in all varieties and at all prices. A visit to his store is sure to result in pleasure and profit.

Extensively Used.—The almost universal adoption of Speer's Standard Wine by the Medical Faculty, in preference to all other wines, is the best guarantee which the public can have of its purity and beneficial effects upon the human system. The "Standard Wine Bitters" is made of his pure wine as a base, with Peruvian Bark, Chamomile Flowers, Wild Cherry Bark, Snake Root, and such other Herbs and Roots as will give vigor and tone to the system. For sale by Druggists.

The World Grows Wiser.—The human stomach has been a shamefully persecuted organ. There was a time when, for every dereliction of duty, it was punished with huge doses of the most disgusting and nauseous drugs. In vain it rejected them, and (literally) returned them upon the hands of those who administered them. They were forced upon it again and again, until its solvent power was thoroughly drenched out of it.

The world is wiser now than it was in that drastic era, when furious purgation and mercurial salivation were what Artemus Ward would have called the "main holt" of the faculty, in cases of dyspepsia and liver complaint.

The great modern remedy for indigestion and biliousness is Hostetter's Stomach Bitters, a preparation which has the merit of combining a palatable flavor with such tonic, aperient, and antibilious properties as were never heretofore united in any medicine.

It has been discovered, at last, that sick people are not like the fabled Titans, who found prostration so refreshing that, when knocked down, they arose from the earth twice as vigorous as before. When an invalid is prostrated by powerful depleting drugs, he is apt to stay prostrated; and the debilitated, being aware of the fact, prefer the *building up* to the *knocking down* system of treatment.

Hostetter's Bitters meets the requirements of the rational medical philosophy which at present prevails. It is a perfectly pure vegetable remedy, embracing the three important properties of a preventive, a tonic, and an alterative. It fortifies the body against disease, invigorates and revitalizes the torpid stomach and liver, and effects a most salutary change in the entire system, when in a morbid condition.

In summer, when the enfeebling temperature renders the human organization particularly susceptible to unwholesome atmospheric influences, the Bitters should be taken as a protection against epidemic diseases.

Fine Ready-Made Clothing.—
Seasonable—Reasonable—Fashionable.
Every garment warranted to fit
or no sale.
Clothing made to order, in the most fashionable style, by the best workmen,
At No. 824 Chesnut street.
Charles Stokes.

Singer's Sewing Machines
On easiest possible terms, by
O. F. Davis, No. 810 Chesnut street.

Life Insurance.—The Massachusetts Mutual Life Insurance Company, of Springfield, Mass., is a well-known and esteemed association, which has been in successful operation for nearly twenty years. This company offers many advantages to insurers which recommend it in the highest manner. One important feature is that the policies are not forfeited by the non-payment of the premiums when due; as, for instance, in an ordinary life policy, age 35, an annual cash payment will continue the policy in force for its full amount 2 years and 6 days; and five annual payments will keep it in force for the full amount 10 years and 56 days. This non-forfeiture system is protected by a beneficent and equitable Massachusetts law of April, 1861, which makes all life policies good for the full term for which insurance has been paid. The following case occurred in this city:—Thomas Schenck, of Philadelphia, insured August 27, 1863, for $1000, giving a loan note for one-third of his premium, and paying the cash part of the premium quarterly. He failed to pay the premium due February 27, 1867, and died April 27, 1867, two months of the premium being due and unpaid. The whole amount of the policy, less the premium due the company, was promptly paid under the law.

The importance of life insurance cannot be overestimated, and it is the duty of every man who has a family or relatives depending upon him to insure his life, no matter what his circumstances may be; it is the duty of the poor as well as of the rich, which should on no account be neglected. The State Agent and attorney for Pennsylvania of the Massachusetts Mutual Life Insurance Company is John Knox Marshall, southeast corner of Sixth and Walnut streets, of whom all necessary information may be obtained.

Owing to the
Lateness of the Season,
The Enormous Size of our Stock,
and
Alterations About to be Commenced on Our Buildings,
we will reduce
All Our Prices,
and sell out our
Summer Stock,
Suits, Coats, Pants, Vests, Everything,
at a
Heavy Discount.

☞ *Those who know how very cheap we have been selling this season will be surprised at our being able to make a STILL FURTHER REDUCTION, but our object is to clear our shelves and tables of the stock with which they are still loaded, notwithstanding the fact that our sales this spring have been*
60 Per Cent. Greater
than ever before.

Wanamaker & Brown,
The Largest Clothing House,
Oak Hall,
The Corner of Sixth and Market Streets.

MARRIED.

DECKER—WILLIAMSON.—On the 25th of April, 1869, by the Rev. A. Jones, Mr. GEORGE W. DECKER to Miss EMMA WILLIAMSON, all of this city.

MARSDEN—KELLY.—On Monday, the 12th instant, by the Rev. Alfred Louderback, Dr. GEORGE F. MARSDEN and Miss BESSIE KELLY, daughter of George Kelly, all of this city.

DIED.

BRECK.—On Sunday evening, the 18th instant, at Bristol, Pa., GEORGE BRECK, Esq., in the 85th year of his age.

The relatives and friends are invited to attend his funeral, on Wednesday at noon, from his late residence. **

HARVY.—On the 17th instant, PATRICK HARVY aged 68 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of Mr. John Corney, No. 617 Passyunk road, on Tuesday morning, the 20th instant, at 8½ o'clock.

RAY.—At the residence of Mr. Robert Black, No. 1627 Filbert street, Miss LOTTIE E. RAY.

Due notice of the funeral will be given.

SCHENCK.—Suddenly, on the 17th instant, Mrs. MARGARET SCHENCK, in the 86th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her son, Charles Schenck, No. 845 N. Nineteenth street, below Poplar, on Tuesday afternoon at 4 o'clock. To proceed to Monument Cemetery.

SHARP.—On the 17th instant, PHILIP SHARP, in the 88th year of his age.

His relatives and friends are invited to attend the funeral, from the residence of Mr. Moses Keen, No. 1508 Palmer street, on Wednesday morning, to leave the house at 7 o'clock. To proceed to Barren Hill. The friends will meet at the church at 10 o'clock.

WAGNER.—On the 16th instant, after a long and painful illness, and in the full hope of a blessed immortality, CATHARINE, wife of Henry Wagner, aged 21 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her mother, Mrs. Catharine Winters, No. 420 N. Second street, on Tuesday morning, July 20, at 9 o'clock.

WALKER.—On the 17th instant, ELIZA DUNSEITH, wife of James S. Walker, aged 34 years.

The relatives and friends are requested to attend the funeral, on Tuesday, the 20th instant, at 9 o'clock, from her late residence, No. 429 S. Sixteenth street.

JONES'
One-Price Clothing House,
No. 604 MARKET Street.
Our Garments are well made.
Our Cutters are men of talent.
BUT ONE PRICE IS ASKED.
Satisfaction Guaranteed Every Purchaser.
GEO. W. NIEMANN, Proprietor,
2 17 wfmtf No. 604 MARKET St., above Sixth.

DRY GOODS.

SECOND STORY DEPARTMENTS.

COOPER & CONARD,
NINTH STREET, BELOW MARKET.
Boys' Thin Clothing
Boys' Thin Clothing
At extra low prices.
At extra low prices.
BATHING ROBES.
Our improved Bathing Robes
Are a grand success.
Bathing Robes for Ladies.
Bathing Robes for Gentlemen.
Bathing Robes for Misses.
Bathing Robes for Children.
Bathing Caps—Bathing Caps.
LLAMA LACES.
Shetland and Llama Shawls.
Water-proof Cloaks.
Linen Wraps for Tourists.
Cloak and Shawl Room well stocked. 1 7 fsm

FINE BLACK LACE POINTS.

EDWIN HALL & CO.,
NO. 28 SOUTH SECOND STREET,
Would call special attention to their stock of
BLACK LACE POINTS,
BLACK LACE POINTS,
FROM TEN TO FIFTY DOLLARS,
Of entire new designs, of our own importation.
SEA-SIDE CLOAKINGS,
FANCY CLOTHS FOR LADIES' WRAPS.
N. B.—A few LADIES' SUITS on hand, consisting of BLACK SILKS and STUFF GOODS, to be closed out at a GREAT SACRIFICE. 7 16 fm2t

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting Dress Hats (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. 11 19 f

JOHN FARNUM & CO., COMMISSION MERCHANTS and Manufacturers of Conestoga Ticking, etc., No. 28 CHESNUT Street, Philadelphia. 14 wlmi

SUMMER RESORTS.

ATLANTIC CITY.

UNITED STATES HOTEL,
ATLANTIC CITY, N. J.
Is Now Open for the Reception of Guests.
HASSLER'S BAND, under the direction of Simon Hassler, is engaged for the season.
Persons wishing to engage rooms will apply to
GEORGE FREEMAN, Superintendent,
ATLANTIC CITY, or
BROWN & WOELPPER,
6 5 2m No. 827 RICHMOND Street, Philadelphia.

SURF HOUSE,
ATLANTIC CITY, N. J.,
IS NOW OPEN FOR GUESTS.
TERMS MODERATE.
For rooms, terms, &c., address
THOMAS FARLEY, Proprietor.
Carl Sentz' Parlor Orchestra has been engaged for the season. 6 1 2m

THE WHITE HOUSE,
AT ATLANTIC CITY, N. J.,
located on Massachusetts avenue, is now open for the reception of visitors. The bathing opposite the house is UNSURPASSED, AND THE BATHERS ARE SECURE FROM DANGER BY THE "SAFETY FLOATS" ENCLOSING THE BATHING GROUNDS! Apply to
7 2 fmw2m WILLIAM WHITEHOUSE.

EXCHANGE HOTEL,
ATLANTIC CITY,
GEORGE HAYDAY, Proprietor.
TERMS, $2 PER DAY.
Having enlarged the Hotel, and beautified it with a Mansard roof, the Proprietor takes pleasure in announcing that he has opened the same for the season of 1869. In returning thanks to the public for past patronage, he respectfully solicits a continuance of the same, pledging himself to furnish all his Boarders with all the accommodations of a First-class Hotel.
Old stock Ale and choice Liquors and Wines served upon call. 6 23wfm 2m

MOUNT VERNON COTTAGE.
ALBERT BROTHERS, Proprietor.
A good Dinner, good Liquor, and a good bed for all of my friends.
Remember MOUNT VERNON COTTAGE,
7 17-1m ATLANTIC CITY.

LIGHTHOUSE COTTAGE, ATLANTIC CITY. JONAH WOOTTON, Proprietor.
The most desirable location on the island, being the nearest point to the surf.
Guests for the house will leave the cars at the United States Hotel. No Bar. 7 19 1m

CONGRESS HALL, ATLANTIC CITY, N. J., GEORGE W. HINKLE, Proprietor. Now open for the season. It has been thoroughly renovated and put into complete order. In connection with the bathing there are new bath-houses, and Captain W. Tell Street's life lines and buoys introduced for the especial use of the boarders. 6 23 1m

WAVERLY HOUSE, ATLANTIC CITY, N. J., corner ATLANTIC and DELAWARE Avenues, opposite the United States Hotel. To those seeking comfort and pleasure this house has, in its delightful shade and eligible location, advantages seldom found on the seashore. M. J. JOY,
6 25 1m Proprietress.

THE NEPTUNE HOUSE, ATLANTIC CITY, N. J., is NOW OPEN. The location of this house only one hundred feet from perfectly safe and excellent bathing, together with its comforts as a First-class Hotel, make it a most desirable stopping place. For terms, apply at the Hotel, or at No. 707 Wood street, Philadelphia.
6 23 1m ROBERT L. FUREY, Lessee.

REED HOUSE, ATLANTIC CITY, N. J.,
(Next door to United States Hotel).
CHARLES SOUDER, M. D.,
6 23 1m Proprietor.

MACY HOUSE, MASSACHUSETTS AVENUE, ATLANTIC CITY, N. J., keeps open the entire year. Situated near the BEST BATHING; large airy rooms; furnished throughout with spring beds.
Terms, $15 to $18 per week.
6 23 6w GEORGE H. MACY, Proprietor.

JOHN METZ'S
INLET HOUSE,
ATLANTIC CITY, NEW JERSEY.
Purest brands of Liquors. 7 2 1m

KENTUCKY HOUSE,
ATLANTIC CITY, N. J.,
is now open for the reception of visitors.
MRS. M. QUIGLEY,
6 23 1m Proprietress.

COLUMBIA HOUSE, ATLANTIC CITY, N. J., opposite the Surf House,
IS NOW OPEN.
Terms to suit the times.
6 23 1m EDWARD DOYLE, Proprietor.

THE SCHAUFLER HOTEL, ATLANTIC CITY, N. J. The best location on the island, with an A No. 1 table, and the best attention paid to its guests. Eighty fine sleeping chambers, with beds, etc., unsurpassed.
6 23 1m ALOIS SCHAUFLER, Proprietor.

DENNIS COTTAGE, ATLANTIC CITY, N. J.
(MICHIGAN AVENUE),
Enlarged to double its former capacity, is now open for the reception of guests.
JOSEPH H. BORTON,
6 23 1m Proprietor.

COTTAGE RETREAT, ATLANTIC CITY, N. J., is Now Open, enlarged and improved. Spring beds throughout the establishment. Rooms for invalids. Terms moderate.
6 23 1m MRS. McCLEES, Proprietress.

SEA VIEW HOUSE, ATLANTIC CITY, N. J., corner of PACIFIC and KENTUCKY Avenues, is Now Open for reception of guests.
LEEDS & DAVIS,
6 23 1m Proprietors.

SANK HOUSE, ATLANTIC CITY, N. J., corner of ATLANTIC and CONNECTICUT Avenues, is now open, enlarged and improved. One of the pleasantest locations on the island.
6 24 1m LEWIS REPP, Proprietor.

HADDON HOUSE, ATLANTIC CITY, FOOT of NORTH CAROLINA Avenue, near the beach, a new house just finished, is now open.
7 2 1m SAMUEL P. HUNT, Proprietor.

EVARD HOUSE, ATLANTIC CITY, N. J., (Pennsylvania Avenue, between Atlantic and Arctic,) is now open for the reception of guests.
6 24 1m T. F. WATSON, Proprietor.

TAMMANY HOUSE, ATLANTIC CITY, N. J., delightfully located on NORTH CAROLINA Avenue, is now open.
6 23 1m ELIAS CLEAVER, Proprietor.

MONROE COTTAGE, ATLANTIC CITY, N. J., ATLANTIC Avenue, first block above United States Hotel. Terms, $12 per week
6 23 1m WILLIAM MONROE, Proprietor.

THE "CHALFONTE," ATLANTIC CITY, N. J., IS NOW OPEN
for the reception of guests.
6 23 1m ELISHA ROBERTS, Proprietor.

HEWIT HOUSE, ATLANTIC CITY, N. J., will open July 1, and will be kept as formerly.
A. T. HUTCHINSON,
6 23 1m Proprietress.

MAGNOLIA COTTAGE, ATLANTIC CITY, N. J., a First-class Private Boarding-house (Pennsylvania avenue), is now open for the reception of boarders.
6 23 1m A. P. COOK, Proprietress.

MANN'S COTTAGE, ATLANTIC CITY, N. J. (Pennsylvania avenue), unexcelled as to location, comforts, conveniences, and the furnishing of the house, is now open for visitors. [6 23] C. C. THORN, Proprietress.

THE CLARENDON HOUSE, VIRGINIA Avenue, Atlantic City, N. J., is now open.
6 23 1m JOSEPH JONES, Proprietor.

THE ALHAMBRA,
ATLANTIC CITY, N. J.,
is now open for the reception of guests.
6 23 1m R. B. LEEDS, Proprietor.

CENTRAL HOUSE,
ATLANTIC CITY, N. J.,
is now open for the reception of guests.
6 23 1m LAWLOR & TRILLY, Proprietors.

CHESTER COUNTY HOUSE,
ATLANTIC CITY, N. J.
J. KEIM,
6 23 1m Proprietor.

SEA-SIDE HOUSE, ATLANTIC CITY, N. J., is now open for the reception of guests.
6 23 1m EVANS & HAINES, Proprietors.

NEW SPICED SALMON,
FIRST OF THE SEASON.
ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 7† Corner ELEVENTH and VINE Streets.

SUMMER RESORTS.

CAPE MAY.

SEWELL'S POINT FISH HOUSE
Cold Spring Inlet, Cape May, N. J.
PLEASURE AND FISHING BOATS TO HIRE.
Meals and Refreshments served at short notice, and the best attention paid to the wants of fishing parties and visitors to the Inlet generally.
Wines, Liquors, Cigars, etc., of the choicest brands.
H. W. FAWCETT,
7 1 1m PROPRIETOR.

COLUMBIA HOUSE, CAPE MAY, N. J.
WILL RECEIVE GUESTS on and after JUNE 24th.
Extensive alterations and additions, added to the great advantage in location which the Columbia possesses, in consequence of the tendency of Cape May improvements, enable us to promise our patrons more than ordinary satisfaction.
For Rooms, etc., address
GEORGE J. BOLTON,
PROPRIETOR, or
J. H. DENNISON,
6 18mwf 2m MERCHANTS' HOTEL, Philada.

WARNE'S MODEL COTTAGES
(Opposite the Stockton Hotel),
CAPE MAY, N. J.
A few apartments, with board, in these splendidly-constructed Cottages, can be secured on immediate application at the Cottages to H. W. FAWCETT,
6 28 1m Proprietor.

SEA BATHING.
NATIONAL HALL,
CAPE MAY CITY, N. J.
This large and commodious Hotel, known as the National Hall, is now receiving visitors.
6 24 2m AARON GARRETSON, Proprietor.

CARR'S COTTAGE, JACKSON STREET CAPE MAY, N. J., an entirely new and handsome hotel, just completed and newly furnished throughout, is now open for the season. Good accommodations for boarders. [6 28 1m] FRANCIS CARR, Proprietor.

MERCHANTS' HOTEL, CAPE MAY, N. J.—This delightfully located hotel is NOW OPEN for the season, where the undersigned, as heretofore, will devote his whole energies to the comfort of his guests.
WILLIAM MASON,
6 28 2m Proprietor.

CAPE MAY BOARDING.—FIRST-CLASS Board at McCALLA'S COTTAGE, LAFAYETTE Street. All the conveniences for bathers furnished. Address L. H., Evening Telegraph Office. 7 17 2t*

PARKINSON HALL, HUGHES STREET, Cape May.—First-class Private Boarding House, commanding a full view of the Stockton House and ocean.
6 28 1m Mrs. E. PARKINSON JONES, Proprietress.

McMAKIN'S ATLANTIC HOTEL, CAPE May City, N. J., now ready for visitors, and to continue open the entire year hereafter.
6 28 1m JOHN McMAKIN, Proprietor.

CAPE MAY.—ADOLPH PROSKAUER, OF No. 222 S. THIRD Street, Philadelphia, MAISON DOREE, Restaurant *a la carte*, and hotel on European plan, corner of WASHINGTON and JACKSON Streets, Cape May. 6 28 1m

PHILADELPHIA HOUSE, CAPE MAY, N. J., is now open for the reception of guests. Address E. GRIFFITH Cape May,
6 28 1m or No. 1004 CHESNUT Street, Philadelphia.

LA PIERRE HOUSE, CAPE MAY, N. J.—This delightfully located hotel is now open for the season.
6 28 1m J. WIENER, Proprietor.

CAPE ISLAND.—PRIVATE BOARDING FOR FAMILIES at the FRANKLIN HOUSE.
6 28 1m MRS. H. W. GARDEN, Proprietress.

SHERMAN HOUSE, CAPE MAY, N. J., NOW OPEN.—Large airy single and communicating rooms. Spring Beds. Terms, $15 to $18 per week.
6 28 1m CLIFFORD & CO., Proprietors.

TREMONT HOUSE, CORNER FRANKLIN and WASHINGTON Streets, Cape May, N. J., will open on the 3d of July. Terms, $15 to $16 per week.
6 28 2m HUMPHREY HUGHES, Proprietor.

OTHER SUMMER RESORTS.

HYGENIA HOUSE,
COLLINS' BEACH, Delaware,
IS NOW OPEN.
This favorite resort is healthfully located on the Delaware Bay, a few miles from the Capes. It has a beautiful lawn in front, well shaded, good salt water bathing, sailing, etc. Reached by steamers "Perry," and "Chicopee," from below Arch street, every Tuesday and Friday at 7·30 A. M. and 4 P. M.
6 25 fmw13t FRANK COLLINS, Proprietor.

CLIFTON SPRINGS HOTEL AND AIRCURE combined with Water Treatment.—This extensive and magnificent establishment, located on the Auburn branch of the great New York Central Railroad, midway between Syracuse and Rochester, is now opened for the reception of pleasure seekers and invalids. A lithograph of this spacious and elegant building, surrounded with a natural grove and beautiful drives, can be seen at the most important hotels and watering places after August 1. Terms for board, $3 per day; $12 to $18 per week; children and servants half price, subject to contract for four months at reduced rates. N. B.—Circulars sent on application. ALBERT CLEVELAND,
6 24 1m Proprietor.

SUMMER RESORT.—The subscriber having purchased the Cold Spring property, on the line of the Schuylkill and Susquehanna Railroad, from the Philadelphia and Reading Railway Company, will reopen it for visitors and families on June 1, 1869. It is now undergoing thorough repairs, and will be refitted and refurnished in the best manner. Persons can address the proprietor at Harrisburg. Cold Springs, Box No. 170.
5 25 2m WILLIAM LERCH.

GENEVA, SWITZERLAND
HOTEL DE LA METROPOLE,
CHARLES ALDINGER, Proprietor,
Formerly of the "Couronne."
This hotel, the largest in Geneva, is situated in the most favorable portion of the city, commanding a splendid view over the Lake, the Jura, and the Mont Blanc; 300 rooms and saloons. Reading, coffee, smoking, and billiard rooms. English and American newspapers taken daily. 6 3 2m

BOOTS AND SHOES.

FINE CUSTOM-MADE
BOOTS AND SHOES
FOR GENTLEMEN.
BARTLETT,
NO. 33 SOUTH SIXTH STREET,
10 16 fmw ABOVE CHESNUT.
A good fit may always be obtained.

FURNITURE, ETC.

FURNITURE
A. & H. LEJAMBRE
HAVE REMOVED THEIR
Furniture & Upholstering Warerooms
TO
NO. 1127 CHESNUT STREET,
8 10 wfm6mrp GIRARD ROW.

NOTICE.—PHILADELPHIA AND READING RAILROAD COMPANY.—An ACCOMMODATION TRAIN BETWEEN PHILADELPHIA AND POTTSVILLE, daily, except Sunday, leaves Pottsville at 5·40 A. M., arrives in Philadelphia at 10·15 A. M. Returning, leaves Depot Thirteenth and Callowhill streets, at 5·15 P. M., arriving in Pottsville at 9·40 P. M. 7 15 6t

THE AUGUST MAGAZINES.

"LIPPINCOTT'S."

From an article on "Joseph Jefferson," in the August number of *Lippincott's*, we take the following account of the ancestors of that favorite comedian:—

Not many weeks since the writer enjoyed the privilege of looking over a manuscript volume entitled "Jeffersoniana," handsomely illuminated by one of Mr. Joseph Jefferson's friends. With the assistance of such recollections as are retained in this interesting keepsake, facts gleaned from other sources, and a tolerable familiarity with the career of the present Mr. Jefferson, it is hoped that this sketch may find readers among a people with whom its principal subject has become so great a favorite.

There have been four Jeffersons in the field. If the American imagination can travel backward as readily and swiftly as it can travel forward, and restore the past as vividly as it pictures the future, it will find Jefferson the first in the palmy days of Old Drury, along with Garrick, and ranking with Barry, Mossop, and Sheridan. He lived in the golden age of the drama, which loyal sons of fathers still revere as infinitely superior to all that they can ever experience. Playing "Mirabel" in *The Way of the World* for Mrs. Abington's benefit; the "King" to Garrick's "Hamlet;" "Don Frederick" to Garrick's "Don John" in *Chances;* "Gloster" to Garrick's "Shore" and Mrs. Canning's "Jane Shore;" as "Colonel Rivers" in *False Delicacy;* with the English Roscius as his leader, and Sam Foote, and Barry, and Holland, and Wilkinson, and Mrs. Abington, and Kitty Clive, and Susanna Cibber as his companions; with Sir Joshua Reynolds and Horace Walpole, Goldsmith, and Dr. Johnson, William Hogarth and Edmund Burke as auditors—all actors will agree that Jefferson the First was fortunate to live in such an age.

It is not difficult, knowing the present Jefferson, and with the accounts that have been handed down to us, to form an agreeable acquaintance with Jefferson the First. An old-school English actor and an old-school English gentleman, "all of the olden time," polite and gallant off the stage and naturally observing the etiquette of society on the stage, beloved of his friends and respected by his associate actors, he was a man whose artistic merits may never have excited envy, but whose personal graces always inspired love. Yet a scale of merits on the Irish stage, made by a prominent critic of the day, placed him only fourth on the list which included Barry and Mossop; and the *Gentleman's Magazine*, in an obituary notice which appeared in the March number of the year 1807, speaks of him as "Mr. Jefferson, comedian, the friend, contemporary, and exact prototype of the immortal Garrick." But, however decided his success may have been in comedy or tragedy—for he played both—the frank and honest nature of Jefferson the First raised him above all the petty jealousies which find room behind the scenes nowadays, and which, we may safely conclude, were not wanting in his own days; for there are cycles in the theatrical world, as in the social and political worlds, where certain weaknesses, common to human nature, repeat themselves. There is a paragraph in Tom Weston's will which bears witness to this popularity. It reads:—"Item. I have played under the management of Mr. Jefferson at Richmond, and received from him every politeness. I therefore leave him all my stock of prudence, it being the only good quality I think he stands in need of."

There is equally good proof that Jefferson had the faculty of inspiring love as well as friendship. Victor's "Secret History of the Green-Room" informs us that, "conversant in amours, Mrs. Abington was resolved to separate her lovers into two different classes: the first, those whose liberality might enable her to live in splendor; and the second, those whom her humor pitched upon;" and that Jefferson was one of the latter. Better evidence still in these days is in the fact that he married a sweet, virtuous, and accomplished woman—a Miss May. "She had one of the best dispositions," says Tate Wilkinson, "that ever harbored in a human breast; and, more extraordinary, joined to that meekness, she was one of the most elegant women I ever beheld." Miss May was a prize whom the handsome Jefferson did not win all too easily. The lady's father was opposed to the match, and especially abhorred the idea of her going upon the stage. There may have been a mercantile spirit underlying old Mr. May's opposition, however; for when he finally gave his assent to the marriage, it was under a penalty of five hundred pounds, payable when the lady made her first appearance in public. As a matter of course, the penalty was assumed; as a matter of course, the lady soon went upon the stage; and, as a matter of course, the penalty was never paid. Her first appearance was at an amateur entertainment for a charitable purpose, when Mrs. Jefferson played in *The Funeral*, and when Mr. May had to give way to the universal demand of the profession, the friends of the family, and the whole public to see this accomplished lady in a sphere for which she was a destined ornament.

From that first appearance till the day of her death Mrs. Jefferson added lustre to the name that shines so brilliantly in the annals of the drama. Speaking of one of the old masques of the day in his "Life of Garrick," Davies says:—"In this masque (*Britannia*, 1755) "Britannia" was represented by Mrs. Jefferson, the most complete figure in beauty of countenance and symmetry of form I ever beheld. The good woman (for she was virtuous as fair) was so unaffected and simple in her behavior that she knew not her power of charming." The lady died suddenly after an active life, in which the harmony of her domestic circle was never married.

Jefferson the First was a great friend of Garrick. Now we hear of him supporting that actor in his leading *roles;* now Mrs. Clive writes to Garrick that she is about playing at Jefferson's benefit; again, an actor named Catherley takes the pains to explain by letter to Garrick the cause of his not appearing at Jefferson's benefit, and says that some one, "envious of the happiness I enjoyed in your friendship, has been endeavoring to injure me in your opinion." That Jefferson the First endeared himself to all who knew him, and possessed in an eminent degree that good nature which has been inherited and Americanized by our own Jefferson, might be attested by a dozen different incidents. "When I acted at Bayes," Tate Wilkinson tells us, "and spoke a speech or two in the manner of old Andrew Brice (a printer of that city and an eccentric genius), it struck the whole audience like electricity. Mr. Jefferson, who performed 'Johnson,' was so taken by surprise that he could not proceed for laughter." This magnanimous trait of readily and heartily recognizing the merit of others is one that has been bequeathed to Jefferson the Fourth—Joseph Jefferson, the American comedian. The writer knows of an instance which happened in one of our Western cities. Mr. Jefferson had been playing his celebrated character of "Rip Van Winkle" four consecutive weeks—an unusually long run for a Western city—when the public demanded to see him in some other of the characters in which he has been almost equally successful. In canvassing the repertory of comedies, the manager suggested that the character of "Dr. Pangloss" should be chosen. "No," said Mr. Jefferson, although he has received many handsome compliments for his portraiture of the greedy pedagogue; "there is only one man in the country that can play 'Dr. Pangloss,' and that is William Warren." Though Jefferson the First was gathered unto his fathers more than sixty years ago, his generous spirit still finds a home in the breast of his great grandson.

The life of the first Jefferson, though roseate with the social and artistic charms that brightened his whole career, was not wanting in the darker episodes that seem to be incidental the actor's vocation. He managed the Exeter Theatre and the Plymouth Theatre in Dublin for many years; but in spite of the public satisfaction which he gave, he was not ignorant of the ups and downs of theatrical management. The accomplishments of Mrs. Jefferson were not unfrequently subjected to the trying vicissitudes of an itinerant company of actors, where she played, as occasion demanded, juvenile lady parts or those of decrepid old men. Mr. Jefferson died in 1807, at a ripe old age, and at the home of his daughter in Yorkshire, but he owed the chief support of his later days to the dramatic fund which he, with Mr. Hull—with wnom he divided his reputation as father of the British stage—has established.

About twelve years before the death of the first Jefferson, who founded the dramatic family which we hope may extend down several generations of actors to lead and share the progressive prosperity of the American stage, Jefferson the Second came to America. He retained the paternal characteristics which are still so notably prominent in his grandson. He was a better actor than his father, developing fully the humorous talent of the family. "He was then (February, 1796) a youth," we read in Dunlap's "History of the American Stage," "but even then an artist. Of a small and light figure, well formed, with a singular physiognomy, a nose perfectly Grecian, and blue eyes full of laughter, he had the faculty of exciting mirth to as great a degree by power of feature, although handsome, as any ugly-featured low comedian ever seen." N. P. Willis has remarked the striking resemblance which the present Joseph Jefferson bears to his grandfather, and at the same age the above description would answer for one as well as the other. Besides the personal appearance, there are other curious points of resemblance. Jefferson the Second was great in his delineation of old age; Jefferson the Fourth has achieved his greatest artistic success in his presentment of old Rip Van Winkle after his twenty years' sleep. Jefferson the Second was a greater actor than his father; and there are still living those whose fond recollections of him make him the greatest of all comedians: Jefferson the Fourth is a greater actor than was his father, and the present generation of theatregoers will scarcely admit another comedian to claim an equality in rank and ability. It is a curious fact that the autograph of the second Jefferson was a prototype of the fourth Jefferson's autograph, both being a graceful succession of parallel curve lines, from which it is difficult to make out the name; and that the latter had never seen a specimen of the former's penmanship until many years after his own signature had become stereotyped in form.

The second Jefferson had a prosperous career of thirty-six years in this country. He was the companion and friend of the elder William Warren. He died in 1832, while playing an engagement at his son's theatre in Harrisburg. He had virtually retired from the stage some time before, his farewell benefit in Philadelphia (after which he spent most of his time in rest) having been one of the saddest episodes in a bright professional life. Ten years after his death, an old friend and admirer (Chief Justice Gibson, of the Supreme Court of Pennsylvania), paid an eloquent tribute to his memory by marking his grave with a handsome slab and an appropriate epitaph. Wemyss has left us the following portrait:—"Mr. Joseph Jefferson was an actor formed in Nature's merriest mood—a genuine son of Momus. There was a vein of rich humor running through all he did, which forced you to laugh despite of yourself. He discarded grimace as unworthy of him, although no actor ever possessed a greater command over the muscles of his own face or the faces of his audience, compelling you to laugh or cry at his pleasure. His excellent personation of old men acquired for him before he had reached the meridian of life the title of 'Old Jefferson.' The astonishment of strangers at seeing a good-looking young man pointed out on the street as Old Jefferson, whom they had seen the night previous at the theatre tottering apparently on the verge of existence, was the greatest compliment that could be paid to the talent of the actor. His versatility was astonishing—light comedy, old men, pantomime, low comedy, and occasionally juvenile tragedy. Educated in the very best school for acquiring knowledge in his profession, his father having been an actor of no mean repute at Drury Lane Theatre during the reign of Garrick, Jefferson was an adept in all the trickery of the stage, which, when it suited his purpose, he could turn to excellent account. * * * In his social relations he was what a gentleman should be—a kind husband, an affectionate father, a warm friend, and a truly honest man."

The second Jefferson left a son and a daughter. Miss Jefferson made her *debut* as "Rosina," in *The Spanish Barber*. Though her first appearance is recorded as having been a failure, she was afterward, as Mrs. Chapman, one of the leading actresses of her day, occupying a prominent position in the old Park Theatre. His son Joseph—Jefferson the Third—was born in Philadelphia in 1804. His career was a short one, as death overtook him at the age of thirty-eight years, and just at the time when he was at the turning point of his theatrical reputation.

Jefferson the Third was not a great actor, and perhaps he never would have been such had he lived to a greater age. He inherited the family art, but in his case it took another direction. He developed an early taste and an ardent love for painting, and was placed under the instruction of Coyle, a celebrated English scenic artist. But Jefferson loved his art too well to be successful in this most practical branch of it. His application was not equal to his fondness, and his work, like his character, was sketchy. It showed talent, but it lacked finish. The man and the artist were too much merged together to achieve great things. The family connection with the stage, and Jefferson's own familiarity with life behind the scenes, attracted him from the art which he should have made the study and practice of his life. Yet his excessive modesty, in spite of serious application, kept him from making his appearance for several years, although he became a theatrical manager in the mean time. Perhaps he never would have made an appearance in character, had it not been for a circumstance which involved his keeping faith with the public—a matter in which he was strictly conscientious. This circumstance occurred in 1821, when he was managing a theatre in Washington. An unusually large audience assembled one evening, when a play was to be given in which the comedian of the company was to be cast for the leading part. While the orchestra played the customary overture, and everything seemed quiet and pleasant in front of the curtain, there was great commotion behind the scenes. The comedian was nowhere to be found, and Manager Jefferson was in despair. Waiting until the last, unwilling to make an apology or dismiss the audience, and urged to do so by all of the company, Mr. Jefferson resolved to play the part of the missing comedian. The part was one which Jefferson had studied before, but in which, with the best preparation, he could never make up his mind to appear. Yet, with no preparation, but under the excitement of the moment, he made his *debut*, and attained a marked success.

Jefferson the Third was too improvident and careless in business matters to succeed in management. This hereditary misfortune, which at last had the effect of closing his Washington theatre, was offset by the most genial disposition in the world. The day after his failure in Washington, a personal friend called at Jefferson's house to offer condolence. He was informed that Mr. Jefferson had gone out fishing. Troubled with an apprehension lest Jefferson, overcome by his losses, had resolved to do away with himself, the friend went in search of him. He found the ex-manager quietly reclining on the banks of the Brandywine; his sketch-book lying open at his side, and his fishing-rod stretched out over the water.

"Why, Jefferson," asked the friend, in surprise, "how can you devote yourself to the pleasures of art when your recent misfortunes ought to be driving you to the verge of despair?"

'Confound it, old boy!" was the answer: "I have lost everything, and am so poor, as a consequence, that I can't even afford to let anything trouble me."

This characteristic love of art and nature, this fondness for sport and this imperturbable ease of mind, were all bequeathed to Jefferson the Fourth, the American comedian of to-day, who is the son of Jefferson the Third and Mrs. Burke, the celebrated vocalist, and a half-brother of Charles Burke, who was also a famous comedian of much the same style of acting. A couple of incidents will serve to illustrate the fact to which allusion is made. Jefferson is what some of his professional friends call "spooney on art." He, too, sketches, and, without making any pretensions, sketches passably well. His vacations from professional duty are always spent in the open country, and his companions are his gun, his fishing-rod, and his sketch-book. Some time ago, and before good old John Sefton passed to that bourne where he will probably never play "Jemmy Twitcher" again, Jefferson saw him near his home in Paradise valley, whither the latter had gone upon one of his summer trips. He found Sefton with his breeches and coat-sleeves both rolled up, and standing in the middle of a clear and shallow stream, where one could scarcely step without spoiling the sports of the brook-trout which sparkled through the crystal waters. Sefton stood in a crouching attitude, watching with mingled disappointment and good humor a little pig which the stream was carrying down its current, and which, pig-like, had slipped from the hands of its owner in its natural aversion to being washed. Jefferson, with the true instinct of an artist, dropped his fishing-tackle, and took his sketch-book to transfer the ludicrous scene to paper. Sefton appreciated the humor of the situation, and only objected when Jefferson began to fill in the background with a dilapidated old barn, at which the old gentleman demurred on account of its wretched appearance. The artist insisted that it was picturesque, however, and proceeded to put it down. Sefton had to submit, but he had his revenge by writing back to New York that "Jefferson is here, drawing the worst 'houses' I ever saw."

That Jefferson's love of art and indifference to profit are as largely developed as were his father's, is proved by many of his investments. Not many months since he bought a panorama because he admired it, and put it in charge of an agent who had been with him a long time. The panorama failed to attract in spite of its merits, and the agent wrote back that he despaired of ever doing anything with it besides losing money. "Never mind," was Jefferson's answer: "it will be a gratification for those who do go to see it, and you may draw on me for what money you need." But the result was that the panoramic beauties now blush unseen in the garret of a Philadelphia theatre. The Philadelphia public have not forgotten the tribute which Jefferson paid to art in the production of *A Midsummer Night's Dream*. The piece was afterward produced in the West, newly appointed and in every way as complete, but it did not meet with a patronage equal to the money that had been expended upon it. "It is all right," said Jefferson to the manager when the attendance began to fall off; "we have done our duty and have made an artistic success of the piece. If the people will not come to see it, it is more their misfortune than ours."

It would be pleasant for the writer to dwell upon the personal characteristics of Joseph Jefferson as illustrated in similar incidents, and he believes that it would not be uninteresting to the reader. But this sketch could scarcely plead the apology of a conscientious record did it not enter upon the professional career of the fourth and greatest actor in the Jefferson family. This career was begun very early in life, young Jefferson appearing in a combat scene at a benefit in Park Theatre when he could not have been more than six years old. His first appearance as a man was in Chanfrau's National Theatre, in 1849, and already in 1857, having had considerable success at Niblo's Garden in the mean time, he was regarded as the best low comedian of the day. This reputation he had won by faithful application, and it was confirmed by his admirable performance of "Asa Trenchard," in *Our American Cousin*, which he played for one hundred and fifty consecutive nights, along with Sothern as "Lord Dundreary." Since that time he has enjoyed the most gratifying success in England, Australia, and throughout the United States in "starring" tours, and with the specialty of *Rip Van Winkle*, the present version of which he played first in London, where it kept the boards of the Adelphi Theatre nearly two hundred consecutive nights.

J. B. Austin contributes the following paper on "Manifest Destiny:"—

This nation should be one from the Pole to the Isthmus of Panama, and should dominate the Caribbean Sea by the possession of the chain of the Antilles. The purpose of the present article is to demonstrate that this "Manifest Destiny" is not only entirely practicable, but that its attainment would be eminently sound political economy, and that it can be secured without the echo of a cannon, except in salutes, while it would be attended by the spontaneous and enthusiastic support of the vast majority of contiguous populations.

To commence with Canada. The common impression that the Dominion is intensely English is an error; the mass of the people there see their own interests as clearly as similar communities do elsewhere. The traveller through the country, particularly if admitted into local society, sees but one side of the question, and may gather altogether erroneous impressions of general sentiment. This is especially the case through Central and Eastern Canada. Each town or city has a local aristocracy, composed of members of Government, of the Parliament, retired officers of the army and navy, and civilians who emigrate to the Provinces to obtain higher interest on small capital and with cheaper living to maintain a better position in social life than they could afford in the mother country. These, with the officials, officers of the garrisons and a remnant of the descendants of the old Loyalists who emigrated from the American colonies during the war of the Revolution constitute a very minute but exceedingly pronounced aristocracy, and are naturally firm in loyalty and apprehensive of any change which would tend to bring all classes of the population to a common level of political equality. But underlying this class is the vast multitude of producers—the lumbermen, millers, farmers, manufacturers, and traders—to whom free intercourse with the neighboring republic is a matter of vital necessity. They possess loyalty to the Crown to a certain extent. With many of them it is strong, and with full reciprocity of trade with their neighbors they would remain in their present political status possibly for generations to come; but without it, union with the States is in the near future.

By the termination of the Reciprocity Treaty between the United States and Great Britain, the burdens of restricted intercourse have been again laid on Canadian producers, and the result is manifest in a strong and growing sentiment in favor of political union with the great republic; to counteract which the government of the Dominion is using every effort to bring about another convention for reciprocity of trade.

Canada is not Utopia yet. Its taxation is high, and its facilities for procuring loans for internal improvements limited, owing to the extravagant system adopted by its authorities in administering previous trusts: the government of the Dominion is cumbrous and costly, and the people see that the scheme was projected for the benefit of but a few politicians anxious to perpetuate their power and bask in the sunshine of semi-royal splendor. In 1861, one of its prominent officials informed the writer that the debt of the two provinces—East and West—amounted to eight dollars per acre upon the entire amount of land then actually under cultivation. Immigration merely passes through it on its way to the prairies of the Northwestern States and Territories of this republic, and at the present time a formidable exodus is taking place among that excellent class, the hardy, industrious, economical French of Canada East,

It is curious to observe, upon public occasions—agricultural dinners, etc. etc.—when the citizens of French and English descent are brought together, a certain overstrained courtesy, the superficial gloss of compliment which only half conceals a deep antipathy of race. This jealousy continually crops out in the halls of legislation. If an internal improvement is projected for Western or Central Canada, a rider to the bill is immediately attached in the shape of a pier, a half a mile or a mile long, to be built out into the St. Lawrence from some small French-Canadian village down below Quebec, or some other expensive and unnecessary work to equalize the appropriations. Under the Dominion these antagonisms have become still deeper and the dissatisfaction still more decided, particularly through Canada West. There the burdens of non-reciprocity are more seriously experienced; and owing to the character of the inhabitants, their proximity to the border, and the identity of their interests with those of their neighbors, under wise political action upon this side the overtures for annexation will first come from Ottawa, and the card-house of the Dominion tumble to pieces by the removal of its base of support.

It is self-interest, and that alone, which will decide the question. Conversing with a prominent Canadian, some one remarked that the day after annexation property in the Dominion would advance in value twenty per cent. "Yes," was the reply—"nearer fifty." Hence the question may safely be left to the arbitration of time. Given ten years, possibly five, of the existing commercial status, and Canada West will be in the American Union. How long the remainder can stay out does not require much consideration.

The sentiment throughout New Brunswick and Nova Scotia is still more decided. These provinces were always prosperous, out of debt, and progressive: they were dragooned into the Confederation, and in Nova Scotia the first act of the Dominion authorities was to take possession of the surplus of the provincial treasury, while increased taxation was imposed to meet its proportion of the common debt—an obligation incurred for the great sums squandered by the Canadian administration for its purely local purposes, and now distributed upon these new and independent members. The writer, in a tour through Nova Scotia and New Brunswick in 1863, was surprised at the bitterness of public sentiment against incorporation in the Dominion, and the eagerness and favor with which annexation to the republic was almost generally entertained.

The present efforts in these Provinces to throw off the shackles of Canadian authority are still more indicative of the final result, and we may soon expect the acquisition of a coast line to the Gulf of St. Lawrence, which will give us the valuable fisheries, forests and mines belonging to the included territories and the navigation of the St. Lawrence river. The same identity of interest will bring in the Hudson's Bay possessions, and the authority of the republic will extend to the Arctic Ocean.

Leaving the North, we find Cuba in the convulsion of insurrection, the prelude to its ultimate destiny; Mexico, almost ready for the protectorate which will be synonymous with its incorporation; and a large and growing party throughout the States of Central America urging the extension of the power and influence of the great republic down to the Isthmus of Panama.

An eminent professor of this country, just returned from a scientific exploration of the island of St. Domingo, brings with him a letter from one of the most influential of its statesmen, in which he says, "Tell General Grant that if he wants this island he can have it."

Porto Rico will undoubtedly follow the lead of Cuba sooner or later, and with most of the Antilles it is but a question of time. The necessity for dominating the Caribbean Sea is absolute and immediate for this country, and the effort for the acquisition of St. Thomas by the administration of President Johnson was a far-sighted and statesmanlike movement. In the present condition of naval improvements, steam will exercise a controlling influence in the event of war; and a war vessel leaving our naval stations, even from as far south as Pensacola, will have exhausted much of her coal before reaching the meridian of St. Thomas; hence the necessity of a strong station and post of supply and refit well up to windward. Nothing but the malignity of partisan opposition, joined perhaps to gross ignorance on the part of Congressional committees, frustrated the appropriations necessary to carry into effect the treaty of cession negotiated with the Government of Denmark.

Great Britain holds four powerful positions of constant menace to this nation—Halifax, Bermuda, Barbados, and Jamaica, with the small naval station at Antigua besides. All these places are fortified and stocked with warlike material, and conveniences for supply and repairs. Halifax and Bermuda are immensely powerful both for defense and offense: all the stations are within easy steaming distance of each other, and within this chain of posts we need to secure and maintain a substantial foothold.

There is a marked deficiency in the information of the public at large concerning the real condition of the West Indian islands. Some general idea prevails of the injuries inflicted upon the British Islands by the arbitrary action of the home government in the emancipation of the slaves and the abolition of differential duties in favor of colonial sugars, whereby the industry of these once-important colonies was for a time entirely prostrated, and the whole system of their labor absolutely demoralized. But since the perpetration of these positive wrongs, the policy pursued by the Government has been almost equally disastrous, in its neglect and in the influence accorded to pseudo philanthropists in regulating to so great an extent all action respecting the prosperity of the colonies. These two conditions, neglect and prejudiced administration, have alienated to a great degree the affections of the colonists as respects their government, and induced them to look to the elements of prosperity existing in other systems, and their results upon the interests of their people. In 1853, when the writer passed through the islands on a mission to one of the South American republics, he found the sentiment in favor of affiliation with the United States not only strong in many of the colonies, but in some decidedly demonstrative. Planters in British Guiana, commenting upon the injuries inflicted by the course of the home government, did not hesitate to assert that if the United States would hold out the necessary encouragement, they would run up the flag at once; and a leading legal officer at Trinidad remarked, "You are a young man, in the opening of your official life, and you can in no way secure for yourself a higher fame, nor engage in a work of such permanent usefulness, as to devote yourself to the annexation of these islands to the United States."

Repeated visits since to the different colonies have but confirmed these views, and the reason is evident. All of them suffer from a want of labor: they need a firm policy with that useless mass of negro population now left in their midst as an encumbrance, and for which they cannot legislate effectually. At present the tide of emigration passes away from them, and their magnificent soil, climate, and natural position are almost wasted. They produce articles of prime necessity to mankind—sugar, cotton, tobacco, cocoa, and coffee—yet from the scarcity of labor are obliged to import food from America. The British Provinces send cargoes of salt fish, rice is brought from India to feed the coolie laborers, and lumber, flour, butter, lard, salt beef, pork, biscuit, hay, and oats from the United States. Incorporated into the American Union as States, money would flow in upon them for internal improvements, their labor would be regulated, immigration attracted, and their produce reaching its principal consumers free of duties, every plantation would at once appreciate in value to an immen extent, and all their production be stimulated and expanded. The advantages are too obvious to need recapitulation, and force themselves upon the attention of every reflecting mind.

There are some of the islands of no particular value, except as completing the claim of possession—such as the Virgin group and the Dutch colonies—but these could be purchased for moderate amounts and with the hearty assent of their limited populations. The French islands, Guadaloupe and Martinique, are so well governad and generally prosperous that only the superior commercial privileges, and an augmentation of the value of their estates arising from the free market for their products, would influence the choice of their planters; but the English possessions would soon enter by an open door, particularly those where the energy and wisdom of local administration have re-established agriculture by the introduction of coolie labor. Antigua is something like a Canadian town in its sentiment of local aristocracy, and consequent loyalty; and in Barbados the English prejudice remains as a consequence of uninterrupted prosperity arising from its unique position as respects the control of its labor subsequent to emancipation; but Barbados is exclusively a sugar-producing island, and self-interest would swamp national prejudice; while St. Vincent, Grenada, Tobago, St. Lucia, Trinidad, and British Guiana would undoubtedly welcome political union as soon as its full attendant advantages became generally appreciated by their planters and merchants.

Dominica is almost abandoned to an idle negro population, and Jamaica is passing through a political transformation which is still uncertain as to its results upon the white residents of the island. Both are remarkably valuable as possessions, and to each the same general benefits would become apparent in the course of time.

In Santa Cruz, upon the promulgation of the treaty of cession of St. Thomas by Denmark, strong manifestations of disappointment were made by the people that it had not also been included in the transfer, the resultant advantages being great in view of its extended cultivation, and the effect upon the values of its tropical produce, and consequent appreciation in the worth of its properties and commercial expansion.

The principle of severely letting the colonies alone has been firmly established in Great Britain, as well as their freedom of choice to a
large extent in seeking new political allia
upon the expression of the popular wil
have shown the tendency of inclination
wards union with the republic: I do not
that the sentiment is strong everywhere,
it exists, is strengthening, and may be c
vated by a sound and far-sighted course
national policy. We know that other E
pean powers are prepared to sell isolated W
Indian possessions; so that there is no d
culty in the future for the republic to ext
its domain from the Arctic Ocean to the
ribbean Sea, and to hold the latter as an
land lake. The day is past when mere
tional origin will permanently control po
cal alliances; the greatest interests of peo
will decide them, and manifest destiny can
so attained that its processes will be enti
peaceable and harmonious, while accom
nied with the enthusiastic support of wh
populations.

There is a natural tendency among nei
boring States to merge their individual ex
ence in this great homogeneous power,
position of which is continental, its oppo
nities for expansion is unlimited, and its
ture grand and magnificent beyond calc
tion. As it was the idea of the founders
the republic, so let its realization become
study and effort of the wise and patien
the generation which may witn ess its trium

SHIPPING.

FOR LIVERPOOL A
QUEENSTOWN. Inman Line of
Steamers are appointed to sail as follows:—
City of London, Saturday, July 24, at 1 P. M.
City of Baltimore, via Halifax, Tuesday, July 27, at 1
City of Brooklyn, Saturday, July 31, at 11 A. M.
City of Washington, Saturday, August 7, at 1 P. M.
City of Cork, via Halifax, Tuesday, August 10, at 11 P
And each succeeding Saturday and alternate Tue
from Pier 45, North River.

RATES OF PASSAGE.
BY THE MAIL STEAMER SAILING EVERY SATURDAY.

Payable in Gold.		Payable in Currency.	
FIRST CABIN	$100	STEERAGE	
To London	105	To London	
To Paris	115	To Paris	

PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.

FIRST CABIN. Payable in Gold.		STEERAGE. Payable in Currency.	
Liverpool	$80	Liverpool	
Halifax	20	Halifax	
St. John's, N. F., by Branch Steamer	45	St. John's, N. F., by Branch Steamer	

Passengers also forwarded to Havre, Hamburg, Brem
etc., at reduced rates.
Tickets can be bought here at moderate rates by per
wishing to send for their friends.
For further information apply at the Company's Off
JOHN G. DALE, Agent, No. 15 BROADWAY, N.
or to O'DONNELL & FAULK, Agents,
45 No. 411 CHESNUT Street, Philadelphi

CHARLESTON, S.

THE SOUTH AND SOUTHWEST
FAST FREIGHT LIN
EVERY THURSDAY.
The Steamships PROMETHEUS, Captain Gray, a
J. W. EVERMAN, Captain Snyder,
WILL FORM A REGULAR WEEKLY LINE.
The steamship J. W. EVERMAN will sail
SATURDAY, July 17, at 4 P. M., from Pier No.
below Spruce street.
Through bills of lading given in connection with
C. R. R. to points in the South and Southwest.
Insurance at lowest rates. Rates of freight as lo
as by any other route. For freight, apply to
E. A. SOUDER & CO.,
2 22 tf DOCK STREET WHARF.

ONLY DIRECT LINE TO FRANC
THE GENERAL TRANSATLANT
COMPANY'S MAIL STEAMSHI
BETWEEN NEW YORK AND HAVRE, CALLING
BREST.
The splendid new vessels on this favorite route for t
Continent, will sail from Pier No. 50 North river, as f
lows:—
PEREIRE.........Duchesne.......Saturday, Ma
LAFAYETTE.......Rousseau.......Saturday, May
ST. LAURENT.....Lemarie........Saturday, May
VILLE DE PARIS..Surmount.......Saturday, June
PRICE OF PASSAGE
in gold (including wine),
TO BREST OR HAVRE.
First Cabin..........$140 | Second Cabin..........
TO PARIS,
(Including railway tickets, furnished on board.)
First Cabin..........$145 | Second Cabin..........
These steamers do not carry steerage passengers.
Medical attendance free of charge.
American travellers going to or returning from the c
tinent of Europe, by taking the steamers of this line av
unnecessary risks from transit by English railways a
crossing the channel, besides saving time, trouble, a
expense. GEORGE MACKENZIE, Agent,
No. 58 BROADWAY, New York.
For passage in Philadelphia, apply at Adams' Expr
Company, to H. L. LEAF,
1 27½ No. 320 CHESNUT Street.

PHILADELPHIA, RICHMON
AND NORFOLK STEAMSHIP LIN
THROUGH FREIGHT AIR LINE
THE SOUTH AND WEST,
EVERY SATURDAY.
At noon, from FIRST WHARF above MARK
Street.
THROUGH RATES to all points in North and Sou
Carolina, via Seaboard Air Line Railroad, connecting
Portsmouth and to Lynchburg, Va., Tennessee, and th
West, via Virginia and Tennessee Air Line and Richmo
and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWE
RATES THAN ANY OTHER LINE.
The regularity, safety, and cheapness of this route co
mend it to the public as the most desirable medium f
carrying every description of freight.
No charge for commission, drayage, or any expense
transfer.
Steamships insured at the lowest rates.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1½

LORILLARD'S STEAMSH
LINE FOR
NEW YORK.
Sailing Tuesdays, Thursdays, and Saturdays.
REDUCTION OF RATES.
Spring rates, commencing March 15.
Sailing Tuesdays, Thursdays, and Saturdays.
and after 15th of March freight by this line will b
taken at 12 cents per 100 pounds, 4 cents per foot,
1 cent per gallon, ship's option. Advance charge
cashed at office on Pier. Freight received at
times on covered wharf.
JOHN F. OHL,
2 28½ Pier 19 North Wharves.
N. B. Extra rates on small packages iron, metals, etc.

NEW EXPRESS LINE TO
Alexandria, Georgetown, and Washington, D.
C., via Chesapeake and Delaware Canal, with
connections at Alexandria from the most direct route fo
Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the
Southwest.
Steamers leave regularly every Saturday at noon from the
first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
HYDE & TYLER, Agents, at Georgetown; M.
ELDRIDGE & CO., Agents at Alexandria. 8 1½

NOTICE.—FOR NEW YORK, VIA
DELAWARE AND RARITAN CANAL,
EXPRESS STEAMBOAT COMPANY.
The CHEAPEST and QUICKEST water communication between Philadelphia and New York.
Steamers leave daily from first wharf below Market
street, Philadelphia, and foot of Wall street, New York.
Goods forwarded by all the lines running out of New
York, North, East, and West, free of commission.
Freight received and forwarded on accommodating terms.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue, Philadelphia.
JAMES HAND, Agent,
5 3½ No. 119 WALL Street, New York.

NOTICE.—FOR NEW YORK,
via Delaware and Raritan Canal, SWIFTSURE TRANSPORTATION COMPANY,
DESPATCH AND SWIFTSURE LINE.
The business by these lines will be resumed on and after
the 8th of March. For Freights, which will be taken on
accommodating terms, apply to
W. M. BAIRD & CO.,
3 9½ No. 132 South Wharves.

LARZELERE & BUCHEY,
Custom House Brokers and Notaries Public.
No. 405 LIBRARY STREET.
ALL CUSTOM HOUSE BUSINESS TRANSACTED.
PASSPORTS PROCURED. 1 11 tf

HOUSE-WARMING WITH STEAM.—
We are prepared to warm Dwellings and Buildings
of all classes with our Patent-improved
LOW STEAM APPARATUS,
Which, for efficiency and economy, rivals all similar
methods.
H. BELFIELD & CO.,
6 24 3m No. 435 North BROAD Street.

DR. F. GIRARD, VETERINARY SUR
GEON, treats all diseases of horses and cattl
and all surgical operations, with efficient accommodatio
for horses, at his Infirmary, No. 990 MARSHALL Stre
above Poplar. 116

Punishment for Drunkenness in the British Army.

Drunkenness is a national vice of Great Britain, and its evil effects are especially notable in the British army. But a reform has been attempted. The *Pall Mall Gazette* says:—

"An experiment is now under trial which deserves to be regarded with more than common interest. The 77th Article of War for 1869 lays down that—'If any soldier shall be drunk, whether on duty or not on duty, his commanding officer may, with or without any other lawful punishment, award him to pay a fine not exceeding 10s., such fine to be levied by stoppages from the offender's daily pay.' Indeed the whole of the Articles of War relating to drunkenness have been entirely remodelled this year. Hitherto a soldier was tried by court-martial for drunkenness and sentenced, if found guilty, to imprisonment and stoppage of pay, but the courts-martial from this cause became so frequent, and the loss of soldiers' services by imprisonment so great, that the regulation came practically to a dead-lock. Trying the soldier by court-martial for what very few of that class regard as a crime had the effect of exciting or adding to his discontent with his lot, and did not help him to get over his failing, but the reverse. A second and a third trial made him callous, while during his repeated, long, and increasing terms of imprisonment he was non-effective for duty, and the practical result was that in the aggregate the available numbers of the army were considerably reduced in a constantly increasing proportion. Thus nobody gained, neither the soldier nor the public; the militia prisons were populous and the ranks were thinned, while drunkenness was on the increase.

"This year sees a new order of things. Soldiers will no longer be tried by court-martial for 'acts of drunkenness'—except as incorrigible drunkards preparatory to discharge for that cause—but they will be fined by their commanding officers in accordance with the following scale of fines, which was published to the army in a general order on the first of May. For the first and second 'acts' the soldier will be admonished or confined to barracks.

"The fines are progressive in amount on the repetition of acts of drunkenness, and on the other hand are subject to reduction in proportion to the length of time elapsing between the offenses; 'thereby holding out strong inducements to the soldier to abstain.' The fines are to be enforced by an 'actual daily stoppage' of either threepence or fourpence, according to circumstances, from the soldier's pay. The soldier in every case of fine has the right of appeal to a court-martial. Another good rule is that in all cases soldiers, after getting drunk, are to be kept in barracks for twenty-four hours; 'defaulters, however, are to be permitted to enter the canteen during certain fixed hours of the day, say from 6 to 8 P. M.' It will be interesting to watch the result of this experiment, and we may probably look for statistics on the subject when next year's mutiny bill is before Parliament.

"There is another point connected with this subject which seems to admit of consideration, if not of radical improvements. The seventy-sixth Article of War runs as follows: 'If any officer shall be drunk on any duty under arms he shall, on conviction thereof before a general court-martial, be sentenced to be cashiered.' But the soldier is punishable for drunkenness 'whether on duty or not on duty," and this, no doubt, leads to a good deal of what he regards as hardship and petty oppression in his idle hours. An 'old soldier' who has learnt to conceal it will go to bed happy every night in the week, but others have hard lines. We get a glimpse of this in a clever and lively novel of military life in the West Indies, which appeared about two years ago, 'John Thorpe's Marriage.'

"'Atkins,' said the Sergeant, 'you're drunk.'

"'No, I am not, Sergeant Jones,' answered Atkins, with great indignation.

"'Ten-*shun!*' called the Sergeant. 'Right about *face!*'

The man faced about.

"'Legs all right!' remarked the non-commissioned officer. 'Left about three-quarter *face!*'

"Atkins executed that difficult manœuvre perfectly.

"'Heads all right!' said the Sergeant, meditatively. 'Now then, Atkins, if you're sober, what do you mean by telling such lies here?'

"Had Atkins been at all wrong, either in his head or his legs, he would most probably have been tried by court-martial."

SPECIAL NOTICES.

☞ FOR THE SUMMER.—TO PREVENT sunburn and all discolorations and irritations of the skin, bites of mosquitoes or other insects, use Wright's Alconated Glycerine Tablet. It is deliciously fragrant, transparent, and has no equal as a toilet soap. For sale by druggists generally. R. & G. A. WRIGHT, No. 624 CHESNUT Street. 24$

☞ U. S. OFFICE OF ARTIFICIAL LIMBS. —An appropriation ($50,000) having been made by Congress for purchasing ARTIFICIAL LIMBS FOR OFFICERS of the United States Army and Navy mutilated in the service, application may now be made, in person or by letter, by officers entitled to the benefit of the act, and who desire the best Artificial Limbs, to

Dr. B. FRANK PALMER, Surgeon Artist,
No. 1609 CHESNUT Street, Philadelphia,
No. 678 BROADWAY, New York,
No. 81 GREEN Street, Boston.

5 12$ Offices for Supplying Army and Navy Officers.

☞ JAMES M. SCOVEL,
LAWYER,
CAMDEN, N. J.
Collections made everywhere in New Jersey. 6 12 t9 1

☞ FOR REPRESENTATIVE,
FOURTEENTH DISTRICT,
R. KNOX MILLER.
7 14 12t

☞ DR. F. R. THOMAS, THE LATE OPErator of the Colton Dental Association, is now the *only one* in Philadelphia who devotes his entire time and practice to extracting teeth, absolutely without pain, by fresh nitrous oxide gas. Office, 1027 WALNUT St. 1 26$

☞ CITY TREASURER'S OFFICE,
PHILADELPHIA, July 16, 1869.
City Warrants registering to 41,000 paid on presentation. Interest ceasing from this date.
JOSEPH N. PEIRSOL,
City Treasurer.
7 16 3t

☞ BEDS OF EASE, COMFORT, AND cleanliness, of superior and permanent elasticity, and at less cost than any other good beds, are made from the patent Elastic Sponge. This article possesses no felting properties, and retains its elastic softness, being more durable than the best curled hair. 8 3mwf$

☞ BATCHELOR'S HAIR DYE. — THIS splendid Hair Dye is the best in the world; the only true and perfect Dye; harmless, reliable, instantaneous; no disappointment; no ridiculous tints; remedies the ill effects of bad dyes; invigorates and leaves the Hair soft and beautiful, *black or brown*. Sold by all Druggists and Perfumers; and properly applied at Batchelor's Wig Factory, No. 16 BOND Street, New York. 4 27mwf$

BARGH, FARRELL & WARREN
DEALERS IN PAPERS
OF ALL KINDS,
NO. 631 CHESNUT STREET
AND
NO. 624 JAYNE STREET,
PHILADELPHIA.
7 6 2m

DIVIDENDS, ETC.

☞ OFFICE OF THE PHILADELPHIA AND GRAY'S FERRY (SPRUCE AND PINE STREETS) PASSENGER RAILWAY COMPANY, TWENTY-SECOND Street, below Spruce.
PHILADELPHIA, July 8, 1869.
The Board of Directors have this day declared a dividend of ONE DOLLAR PER SHARE, clear of taxes, payable on and after the 12th inst.
JAMES McFADDEN, JR.,
Treasurer.
7 9fmwt19

☞ OFFICE OF THE INSURANCE COMPANY OF NORTH AMERICA, No. 232 WALNUT Street.
PHILADELPHIA, July 12, 1869.
The Board of Directors have this day declared a semi-annual Dividend of SIX PER CENT., payable to the stockholders on demand, free of all tax.
MATTHIAS MARIS,
Secretary.
7 12 12t

☞ THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.—Company's Building, No. 400 WALNUT Street.
JULY 6, 1869.
The Directors have this day declared a dividend of FOUR PER CENT. on the capital stock of the Company for the last six months, payable on and after the 15th inst., free of all taxes.
ALEX. W. WISTER,
Secretary.
7 6 12t

☞ DIVIDEND.—OFFICE OF THE FAME INSURANCE COMPANY, No. 809 CHESNUT STREET.
PHILADELPHIA, July 6, 1869.
The Board of Directors have this day declared a dividend of 3½ PER CENT., payable on demand, clear of all taxes.
W. I. BLANCHARD,
Secretary.
7 7 12t

☞ OFFICE OF THE WEST PHILADELPHIA PASSENGER RAILWAY COMPANY, N. W. corner of FORTY-FIRST and HAVERFORD Sts.
PHILADELPHIA, July 13, 1869.
The Board of Directors have this day declared a semi-annual dividend of
FIVE PER CENT.
on the capital stock, clear of all taxes, payable on and after the 23d inst.
The Books for the Transfer of Stock will be closed until that date.
SAMUEL P. HUHN,
Treasurer.
7 15 17 19 21 23 5t

☞ PHILADELPHIA AND READING RAILROAD COMPANY.
PHILADELPHIA, June 30, 1869.
DIVIDEND NOTICE.

The Transfer books of this company will be closed on Thursday, July 8, and reopened on FRIDAY, July 23.

A DIVIDEND OF FIVE PER CENT.

has been declared on the preferred and common stock, clear of national and State taxes, payable in common stock on and after the 22d of July next, to the holders thereof, as they stand registered on the books of the company at the close of business on the 8th of July next. All payable at this office.

All orders for dividends must be witnessed and stamped.
S. BRADFORD,
Treasurer.
7 1 26t

☞ OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY, NO. 227 S. FOURTH Street.
PHILADELPHIA, June 26, 1869.

NOTICE.—In accordance with the terms of the lease and contract between the East Pennsylvania Railroad Company and the Philadelphia and Reading Railroad Company, dated May 19, 1869, the Philadelphia and Reading Railroad Company will pay at their office, No. 227 S. FOURTH Street, Philadelphia, on and after the 29th day of July, 1869, a DIVIDEND of $1·50 per share, clear of all taxes, to the stockholders of the East Pennsylvania Railroad Company, as they stand registered on the books of the said East Pennsylvania Railroad Company on the 1st day of July, 1869.

S. BRADFORD,
Treasurer Philadelphia and Reading Railroad Co.

NOTE.—The transfer books of the EAST PENNSYLVANIA RAILROAD COMPANY will be closed on July 1 and reopened on July 11, 1869.

HENRY C. JONES,
6 30wfm9t Treasurer East Pennsylvania Railroad Co.

CHAMPION SAFES

GREAT FIRE AT CAMDEN.

CAMDEN, June 7, 1869.

MESSRS. FARREL, HERRING & CO.,
No. 629 Chesnut Street, Philadelphia.

Dear Sirs:—At the very destructive fire of Messrs McKeen & Bingham's Saw Mill, which occurred on the evening of the 6th instant in this place, the Safe manufactured by you, belonging to the late firm of F. M. Bingham & Garrison, was in the building and subjected to a very severe test, as the fire raged fiercely for several hours; and so great was the heat that the brass plates were melted off, and to our great surprise, when the Safe was opened, we found all the books and papers uninjured.

Yours, respectfully,
SAMUEL B. GARRISON,
Late of F. M. Bingham & Garrison.

HERRING'S PATENT CHAMPION SAFES, "THE MOST RELIABLE SECURITY FROM FIRE NOW KNOWN," Manufactured and sold by

FARREL, HERRING & CO.,
NO. 629 CHESNUT STREET,
PHILADELPHIA.

HERRING, FARREL & SHERMAN,
No. 251 BROADWAY, New York.

HERRING & CO., Chicago.

HERRING, FARREL & SHERMAN, New Orleans.

More than 30,000 Herring's Safes have been and are now in use, and over SIX HUNDRED have passed through accidental fires, preserving their contents in some instances where many others failed.

Second-hand Safes of our own and other makers having been received in part pay for the IMPROVED HERRING'S PATENT CHAMPION, for sale at low prices. 4 17 4ptf

GROCERIES AND PROVISIONS.

MICHAEL MEAGHER & CO.,
No. 223 South SIXTEENTH Street,
Wholesale and Retail Dealers in
PROVISIONS,
OYSTERS, AND SAND CLAMS,
FOR FAMILY USE
TERRAPINS $16 PER DOZEN. 2$

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches wide; Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
25$ No. 103 CHURCH Street (City Stores).

PHILADELPHIA RASPBERRY, JUCUNDA, Agriculturist, and other Strawberry; Lawton Blackberry Plants; Hartford, Concord, and other Grape Vines. For sale by T. S. & C. E. FLETCHER,
3 3 tf Delanco, N. J.

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.	
MAIL TRAIN leaves Philadelphia	10·45 P. M.
" " Williamsport	8·15 A. M.
" arrives at Erie	9·30 P. M.
ERIE EXPRESS leaves Philadelphia	11·50 A. M.
" " Williamsport	8·50 P. M.
" arrives at Erie	10·00 A. M.
ELMIRA MAIL leaves Philadelphia	8·00 A. M.
" " Williamsport	6·30 P. M.
" arrives at Lockhaven	7·45 P. M.
EASTWARD.	
MAIL TRAIN leaves Erie	11·15 A. M.
" " Williamsport	12·20 A. M.
" arrives at Philadelphia	9·25 A. M.
ERIE EXPRESS leaves Erie	6·25 P. M.
" " Williamsport	7·50 A. M.
" arrives at Philadelphia	4·10 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad.

Baggage checked through.

ALFRED L. TYLER,
1 1 General Superintendent

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 6·30 P. M.; arrives in Philadelphia at 9·15 P. M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·30 P. M.; arrives in Pottstown at 6·40 P. M.

READING ACCOMMODATION.

Leaves Reading at 7·30 A. M., stopping at all way stations; arrives in Philadelphia at 10·15 A. M. Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 8 P. M., and connects with the market train for Pottsville.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2·45 P. M., arriving at Philadelphia at 6·45 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·45, noon, for Pottsville and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45, and 4·30 P. M. trains from Philadelphia. Returning from Downingtown at 6·10 A. M., 1·00 and 5·45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7·30 A. M., 4·30 and 5·15 P. M. trains for Philadelphia, returning from Skippack at 6·15 and 8·15 A. M. and 1·00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1·05 A. M. and 1·50 and 10·19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3·50 and 5·50 A. M. and 10·50 P. M., passing Reading at 5·44 and 7·31 A. M. and 12·50 P. M., and arriving at New York at 11 A. M. and 12·30 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·05 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·30 and 11·30 A. M., and 6·40 P. M., returning from Tamaqua at 8·35 A. M., and 2·15 and 4·15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 6·25 A. M. for Pinegrove and Harrisburg, and at 12·10 noon for Pinegrove and Tremont, returning from Harrisburg at 6·20 P. M., and from Tremont at 6·45 A. M. and 7·40 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at $52·50 each, for families and firms.

SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

FREIGHT TRAINS

Leave Philadelphia daily at 4·35 A. M., 12·45 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

BAGGAGE.

Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 12, 1869, Trains will leave as follows:—

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7·25 A. M., 9·30 A. M., 2·30 P. M., 4·15 P. M., 4·35 P. M., 7·15 and 11·30 P. M.

Leave West Chester from Depot, on East Market street, at 6·25 A. M., 7·25 A. M., 7·40 A. M., 10·10 A. M., 1·55 P. M., 4·50 P. M., and 6·45 P.M.

Leave Philadelphia for B. C. Junction and intermediate points at 12·30 P. M. and 5·45 P. M. Leave B. C. Junction for Philadelphia at 5·30 A. M. and 1·45 P. M.

Trains leaving West Chester at 7·40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4·35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7·25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4·35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8·00 A. M. and 2·30 P. M.

Leave Philadelphia for B. C. Junction at 7·15 P. M.

Leave West Chester for Philadelphia at 7·45 A. M. and 4·45 P. M.

Leave B. C. Junction for Philadelphia at 6·00 A. M.

WILLIAM C. WHEELER,
4 10$ General Superintendent.

EXPRESS TO LONG BRANCH.
THE NEW JERSEY EXPRESS COMPANY,
OFFICE, NO. 320 CHESNUT STREET,
is prepared to receive and forward goods and money to
LONG BRANCH, N. J., DIRECT.
Express closes at 1 o'clock P. M.
6 21 mwflm H. GORMAN, Agent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing MONDAY, May 10, 1869.—Trains will leave Depot corner Broad street and Washington avenue as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4·00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11·30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12·00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. Train connects with Delaware Railroad for Harrington and intermediate Stations.

Leave Wilmington 6·30 and 8·10 A. M., 1·30, 4·15, and 7·00 P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 7·00 A. M., and 4·35 P. M. Leave Philadelphia for Chadd's Ford at 7·00 P. M.

The 7·00 A. M. Train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1·30 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5·40 A. M., 9·25 A. M., and 2·30 P. M. Leave Chadd's Ford for Philadelphia at 6·15 A. M.

A Sunday Train will leave Philadelphia at 8·00 A. M. for West Grove and intermediate stations. Returning, will leave West Grove at 4·30 P. M.

Trains leaving Wilmington at 6·30 A. M. and 4·15 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

1869.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARF.

At 6·30 A. M., via Camden and Amboy Accom.	$2·25
At 8 A. M., via Cam. and Jersey City Ex. Mail	3·00
At 2 P. M., via Camden and Amboy Express	3·00

At 6 P. M., for Amboy and intermediate stations.

At 6·30 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3·30 and 4·30 P. M., for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 4·30, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6·30 and 10 A. M., 12 M., 3·30, 4·30, 6, 7, and 11·30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 11·30 P. M. line leaves Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, $3.

At 7·30 and 11 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol, and at 10·15 A. M. and 6 P. M. for Bristol.

At 7·30 and 11 A. M., 2·30 and 5 P. M. for Morrisville and Tullytown.

At 5·30 and 10·15 A. M., and 2·30, 5, and 6 P. M. for Schenck's and Eddington.

At 7·30 and 10·15 A. M., 2·30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railway.

At 9·30 A. M., 1·20, 4, 6·45, and 12 P. M. New York Express Lines, via Jersey City. Fare, $3·25.

At 11·30 P. M., Emigrant Line. Fare, $2.

At 9·30 A. M., 1·20, 4, 6·45, and 12 P. M. for Trenton.

At 9·30 A. M., 4, 6·45, and 12 P. M. for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

1 10 WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—

At 7·45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.

At 9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.

At 1·45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8·45 A. M., 2·45 and 4·15 P. M.

For Fort Washington at 6·45 and 10·45 A. M., and 11·30 P. M.

For Abington at 1·15, 3·15, 5·20, and 8 P. M.

For Lansdale at 6·20 P. M.

Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA,

From Bethlehem at 9·00 A. M., 2·10, 4·45, and 8·25 P. M.

From Doylestown at 8·25 A. M., 4·55 and 7·05 P. M.

From Lansdale at 7·30 A. M.

From Fort Washington at 9·20, 10·35 A. M., and 3·10 P. M.

From Abington at 2·35, 4·35, 6·45, and 9·35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.

Philadelphia for Doylestown at 2 P. M.

For Abington at 7 P. M.

Doylestown for Philadelphia at 6·30 A. M.

Bethlehem for Philadelphia at 4 P. M.

Abington for Philadelphia at 8 P. M.

Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

ELLIS CLAR at.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	8·00 A. M.
Paoli Accommodat'n, 10·30 A. M., 1·10 and	7·00 P. M.
Fast Line	11·50 A. M.
Erie Express	11·50 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·00 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	10·30 P. M.

Philadelphia Express, 12 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	3·10 A. M.
Philadelphia Express	6·50 A. M.
Paoli Accommodat'n, 8·20 A. M., 3·40 and	6·20 P. M.
Erie Mail	9·35 A. M.
Fast Line	9·35 A. M.
Parkesburg Train	9·10 A. M.
Lancaster Train	12·30 P. M.
Erie Express	4·20 P. M.
Day Express	4·20 P. M.
Southern Express	6·40 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information, apply to

JOHN F. VANLEER, JR., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, May 3, 1869.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3½, 4, 4·35, 5·05, 5¾, 6, 6½, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown at 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2, 4·05, 7, and 10½ P. M.

Leave Germantown at 8·15 A. M., 1, 3, 6, and 9½ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7·10, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8·05, 10·05, and 11½ P. M.

Leave Norristown at 5·40, 6½, 7, 7½, 9, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS

Leave Philadelphia at 9 A. M., 2½, 4, and 7¼ P. M.

Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8·05, 10·05, and 11½ P. M.

Leave Manayunk at 6·10, 7, 7½, 8·10, 9½, and 11½ A. M., 2, 3½, 5, 6½, 8·30, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7¼ P. M.

Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.

W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

FOR CAPE MAY, VIA WEST JERSEY RAILROAD.

COMMENCING THURSDAY, JULY 1, 1869.

Leave Philadelphia, foot of Market street, as follows:—

9·00 A. M., Cape May Express, due 12·25.

3·15 P. M., Cape May Passenger, due 7·15.

4·00 P. M., Fast Express (commencing on Saturday, July 3), due 6·55 P. M.

Sunday Mail Train leaves at 7·15 A. M., due 10·45.

Cape May Freight leaves Camden daily at 9·20 A. M.

RETURNING, TRAINS LEAVE CAPE MAY,

6·30 A. M., Morning Mail, due 10·06 A. M.

9·00 A. M., Fast Express (commencing on Monday, July 5), due 12·07.

5·00 P. M., Passenger, due 8·22 P. M.

Sunday Mail Train leaves Cape May at 5·10 P. M.

Cape May Freight Train leaves daily at 6·40 A. M.

TICKETS.

Annual Tickets, $100; Quarterly Tickets, $50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, $40; 10 Coupons, $25. Excursion Tickets, $5, for sale at the ticket offices, No. 828 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8·00 A. M., mail, and 3·30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6·00 P. M. Returning, leaves Glassboro at 6·30 A. M.

Commutation books of 100 checks each, at reduced rates, between Philadelphia and all stations.

FREIGHT TRAINS LEAVE CAMDEN

For Cape May, Millville, Vineland, etc., etc., 9·20 A. M.

For Bridgeton, Salem, and way stations, 12·00 noon.

Freight received at first covered wharf below Walnut street.

Freight delivery, No. 228 S. Delaware avenue.

7 1 WM. J. SEWELL, Sup't W. J. R. R.

SHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.

THROUGH TO ATLANTIC CITY IN 1¾ HOURS.

TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as follows:—

Special Excursion	6·15 A. M.
Mail	8·00 A. M.
Freight (with passenger car)	9·45 A. M.
Express, through in 1¾ hours	3·15 P. M.
Atlantic Accommodation	4·15 P. M.
LEAVE ATLANTIC CITY.	
Atlantic Accommodation	6·06 A. M.
Express, through in 1¾ hours	7·24 A. M.
Freight (with passenger car)	11·50 A. M.
Mail	4·17 P. M.
Special Excursion	5·18 P. M.

An extra Express train (*through in 1¾ hours*) will leave Vine Street Ferry every Saturday at 2·00 P. M.; returning, leave Atlantic City on Monday at 9·40 A. M.

Local trains leave Vine street:—

Atco Accommodation	10·15 A. M.
Haddonfield do.	2·00 P. M.
Hammonton do.	5·45 A. M.
Returning, leave	
Atco	12·15 noon.
Haddonfield	2·45 P. M.
Hammonton	5·40 A. M.
SUNDAY MAIL TRAIN	
Leaves Vine street	8·00 A. M.
Leaves Atlantic	4·17 P. M.

Fare to Atlantic City, $2. Round trip tickets, good for the day and train on which they are issued, $3.

Oakman's Local Express, No. 30 S. Fourth street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street.

6 29 D. H. MUNDY, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

E. COLEMAN,
Superintendent.

AUCTION SALES.

MARTIN BROTHERS, AUCTIONEERS.—(Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor.

Sale No. 529 Chesnut street.
HANDSOME WALNUT HOUSEHOLD FURNITURE, FRENCH PLATE MIRRORS, FIREPROOF SAFES, FINE BRUSSELS CARPETS, ETC.
On Wednesday Morning,
21st inst., at 10 o'clock, at the auction rooms. 7 19 2t

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street: rear entrance No. 1107 Sansom St.

C. D. McCLEES & CO., AUCTIONEERS, No. 506 MARKET Street.

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LIPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

BY B. SCOTT, JR., SCOTT'S ART GALLERY, No. 1020 CHESNUT Street, Philadelphia.

KEENAN, SON & CO., AUCTIONEERS, NO 112 N. FRONT Street. [1 1$

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinds, Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
8 1$ BEACH and PALMER Streets.

MERRICK & SONS'
SOUTHWARK FOUNDRY,
No. 430 WASHINGTON AVENUE, Philadelphia.
WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM ENGINE,
Regulated by the Governor.
MERRICK'S SAFETY HOISTING MACHINE,
Patented June, 1868.
DAVID JOY'S
PATENT VALVELESS STEAM HAMMER.
D. M. WESTON'S
PATENT SELF-CENTRING, SELF-BALANCING CENTRIFUGAL SUGAR-DRAINING MACHINE.
AND
HYDRO EXTRACTOR.
For Cotton or Woollen Manufacturers. 7 10 mwf
J. VAUGHN MERRICK. WILLIAM H. MERRICK.
JOHN E. COPE.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets.
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats, etc.

Castings of all kinds, either Iron or Brass.

Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc.

Retorts and Gas Machinery of the latest and most improved construction.

Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping Engines, etc.

Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines. 4 30$

GIRARD TUBE WORKS.
JOHN H. MURPHY & BROS.
Manufacturers of Wrought Iron Pipe, Etc.
PHILADELPHIA, PA.
WORKS,
TWENTY-THIRD and FILBERT Streets.
OFFICE,
No. 42 North FIFTH Street. [41

ROOFING.

READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to
STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon, the best and cheapest in the market.

W. A. WELTON,
No. 711 N. NINTH Street, above Coates, and
2 17$ No. 818 WALNUT Street.

TO OWNERS, ARCHITECTS, BUILDERS AND ROOFERS.—Roofs! Yes, yes. Every size and kind, old or new. At No. 543 N. THIRD Street, the AMERICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof; Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, promptness, certainty! One price! Call! Examine! Judge!

Agents wanted for interior counties.
4 29tf JOSEPH LEEDS, Principal.

TO BUILDERS AND CONTRACTORS.—We are prepared to furnish English imported ASPHALTIC ROOFING FELT

In quantities to suit. This roofing was used to cover the Paris Exhibition in 1867.

MERCHANT & CO.,
4 29 3m Nos. 517 and 519 MINOR Street.

OLD GRAVEL ROOFS COVERED OVER with Mastic Slate, and warranted for ten years.
HAMILTON & COORFER,
3 156m No. 45 S. TENTH Street.

NEW PUBLICATIONS.

BUREAU VERITAS
(FRENCH LLOYDS).

INTERNATIONAL REGISTER FOR CLASSIFICATION OF VESSELS.

THE REGISTER VERITAS, containing the Classification of Vessels surveyed in the Continental, British and American ports, for the year 1869, is FOR SALE by the Agents in New York.

ALF MERIAN & CO.,
4 26 No. 49 EXCHANGE PLACE.

MANHOOD.

A MEDICAL ESSAY ON THE CAUSE AND CURE OF PREMATURE DECLINE IN MAN, the Treatment of Nervous and Physical Debility, etc.

"There is no member of society by whom this book will not be found useful, whether such person holds the relation of Parent, Preceptor, or Clergyman."—*Medical Times and Gazette.*

Sent by mail on receipt of fifty cents. Address the Author,
DR. E. DE F. CURTIS,
6 29 6m No. 222 F Street, Washington, D. C.

PHILOSOPHY OF MARRIAGE.—A New Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects:—How to Live, and What to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Cause of Indigestion; Flatulence and Nervous Diseases Accounted For; Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be forwarded, post-paid, on receipt of 25 cents, by addressing W. A. LEARY, JR., S. E. corner of FIFTH and WALNUT Streets, Philadelphia. 2 3$

NORNY'S TASTELESS
Fruit Preserving Powder,

Is warranted to keep Strawberries superior to any known process, as well as other fruit, without being air-tight. Price, 50 cents a package. Sold by the grocers.

ZANE, NORNY & CO., Proprietors.
29 4m No. 136 North SECOND St., Philada.

CORN EXCHANGE
BAG MANUFACTORY,
JOHN T. BAILEY,
N. E. corner of MARKET and WATER Streets,
Philadelphia.
DEALER IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, Bone-Dust, Etc.
Large and small GUNNY BAGS constantly on hand.
2 2$ Also, WOOL SACKS.

The Governorship.

PHILADELPHIA, July 19, 1869.

Editor of Evening Telegraph.—Dear Sir:—I am an attentive reader of your excellent paper, and being a credulous individual, am influenced to a considerable extent by its teachings. The many diatribes that have recently appeared in its columns against professional politicians and unprincipled and corrupt office-seekers, and your many laudations and recommendations of upright business men for positions of public trust, being singularly coincident with my own views, have made a deep impression upon my mind. You may, therefore, imagine my astonishment upon reading the *leader* in your Saturday's impression, entitled "Can a Railway King Become a Disinterested Governor?" in which you claim that the qualities which you have frequently enumerated as almost essential to the intelligent and faithful performance of important official duties entirely unfit Asa Packer for the office of Governor of Pennsylvania.

The Republican candidate for Governor is, in every respect, a professional politician—a vain, unscrupulous, unreliable, unprincipled man. Mr. Packer is a splendid specimen of a business man—of that class of men who have made our State what she now is, the foremost in wealth and influence in the Union. Nobody who knows Mr. Packer will affirm that he will be influenced, to half the extent of his political adversary, by a desire to subserve his own interests while administering the affairs of the office to which he aspires.

The *leader* to which I refer is exceedingly captious, and a careful reader can easily perceive that the writer was arguing against his better judgment. Why not, in endeavoring to defeat Mr. Packer, oppose him because he is a Democrat, and declaim against the principles of that party, rather than condemn qualities which, in the minds of nearly all our best men, render him a desirable candidate? If Judge Packer's position as an active business man, heavily interested, pecuniarily, in an important interest, disqualifies him for office, then are very many of our really great men disqualified. The difficulty in our country is that men who are too indolent, and possess too little sterling integrity of character, to succeed in honorable business, generally turn their attention (alas! aided by papers that are bound by partisan thongs too successfully) to politics, and make out to live upon official stealings. It is not likely that Judge Packer, if elected Governor, could be induced, *for a consideration*, to sign such an unjust measure as the Twelfth and Sixteenth Streets Passenger Railway bill.

The well-written editorials that have recently appeared in your columns, setting forth the importance of defeating the old members of the late Legislature, are calculated to do much good by purifying our politics. I have, armed with these articles, visited my neighbors, and fully believe that I have induced scores of them to withhold their support from the nominee of our party, Elisha W. Davis, in whose district I reside. Do not, I pray you, counteract all my efforts and all the good you have done by supporting for Governor a man who was engaged with Davis, Hong, and others in the infamous legislation of last winter, that disgraced our State and brought the blush of shame to the cheeks of the citizens of our glorious Commonwealth.

Respectfully yours, * * * * * *

CITY INTELLIGENCE.

A FALSE RUMOR.—Since Saturday Third street has been considerably excited over a rumor that the Pennsylvania Railroad Company had obtained the control in the management of the Reading Railroad Company. Rumor had it that the former company had forwarded an agent to Europe with the express purpose of buying up the stock, which is the controlling interest owned by foreigners in the latter company, and that he had telegraphed that he had been successful in his mission. We called upon the officers of the Reading this morning, and they emphatically deny the report. They themselves had been informed of the rumor, and had, in response to a telegram received from their agent in London, made a positive denial of the truth of the statement.

SINGULAR RAILWAY ACCIDENT.—Last evening, as a Seventeenth and Nineteenth Streets Passenger Railway car was crossing the switch at Nineteenth and Arch streets, the passengers were considerably alarmed by seeing the floor on the passage way ripped up by a piece of rail. Fortunately no one was injured, though the piece of iron passed in very close proximity to the feet of a lady. The rail which created so much excitement was a short piece, and the spikes in it had been rendered useless by constant wear. As the front wheels crossed the upper part of it, the weight of the car caused the other end to fly up, and before the vehicle could be stopped considerable damage was inflicted to the flooring.

THE MUNICIPAL CONTESTS.—This morning, at half-past 10 o'clock, the proceedings in the municipal election contests were resumed before Examiners Messick and Batturs, the respondents still continuing their testimony. The following witnesses were heard:—James R. N. Miller, John F. V. Pole, Joseph Chambers, Arthur Mullen, John Downey, Michael Marcus, William Russell, Samuel Rogers, Joseph Taylor, and John Loughrin.

Examination adjourned until Wednesday next, at 11 A. M.

YOUNG ROBBERS.—John Harrington and Charles Knight (lads) have been held by Alderman Carpenter for robbery. The store of Mr. Weeks, on South street, below Second, was robbed about two weeks ago of $28 in pennies. These lads for some time have been rather flush, and on being arrested acknowledged having entered the store by means of false keys.

ON HER SECOND TRIP.—The iron steam collier Rattlesnake, built under the auspices of the Reading Railroad Company, started to-day on her second trip to Portsmouth, N. H. She is laden with six hundred tons of coal, and was freighted by W. D. Crane & Co. The Rattlesnake is commanded by Captain Shaw, and has given great satisfaction.

LOW WATER.—Owing to the low stage of water in the Schuylkill, many persons availed themselves yesterday afternoon of the privilege of walking across the bed of the river just below the Fairmount dam, dry shod. Not a particle of water was passing over the dam, even when disturbed by the steamers above.

CAUGHT UNDER SUSPICIOUS CIRCUMSTANCES.—John Ribeline and John Connelly were found secreted last night in an alley adjoining No. 2437 Callowhill street. Lying beside them were two empty valises, from which fact it was inferred that they contemplated a robbery. Alderman Pancoast sent them below.

A WOULD-BE PICKPOCKET.—Lewis Orman (colored) on Saturday night attempted to pick a drunken man's pocket, at Sixth and Lombard streets. His operations were watched by a policeman, who caught him with his hands in the pocket of his victim. Lewis was accommodated with prison quarters by Alderman Carpenter.

STEALING RAILROAD IRON.—Alderman Heins this morning bound over Bernard McDonald to answer the charge of stealing railroad iron, the property of the Reading Railroad Company, from Frankford road and Lehigh avenue.

AN INCENDIARY.—George W. Culbertson, a lad, has been taken into custody for setting fire to a stable on Second street, above York, on Friday afternoon last, and, after a hearing before Alderman Heins, was held in $1500 bail to appear at court.

ORNAMENTS TO A POLICE STATION.—Four handsome vases, four feet in height, and a terra-cotta water dog, have been presented to the Nineteenth Ward Station as ornaments to the pretty garden which surrounds that building.

STORE ROBBERY.—The store of Isaac Kurl, No. 2119 Vine street, was entered yesterday afternoon and robbed of a coat and a number of pennies. The thief was seen, but not captured.

WEDDING INVITATIONS, ENGRAVED IN the newest and best manner.
LOUIS DREKA, Stationer and Engraver,
No. 1033 CHESNUT Street.

CROQUET! 921. CROQUET
FOUR QUIRES FRENCH PAPER, and FOUR PACKS ENVELOPES TO MATCH, in a Double Box only $1·00.
JOHN LINERD,
3 17 wsm§ No. 921 SPRING GARDEN Street.

CROQUET,
CHEAPEST AND BEST,
Painted with China Gloss, and warranted not to wear off, made of
ROCK MAPLE,
APPLE, ROSEWOOD,
BOXWOOD,
From $5·00 per set up.
R. HOSKINS & CO.,
STATIONERS,
No. 913 ARCH Street,
3 1 mwsem PHILADELPHIA.

THIRD EDITION

DOMESTIC AFFAIRS.

Naval Orders—Suicides in the East and West—The Filibusters in Fort Lafayette—An Extraordinary Income Return.

Etc., Etc., Etc., Etc., Etc.

FROM NEW YORK.

The Filibusters in Fort Lafayette.
Despatch to The Evening Telegraph.

NEW YORK, July 19.—Several incorrect statements having been made relative to the placing of the Cuban prisoners in Fort Lafayette, it is now declared that they were sent there by Marshal Barlow under the general powers granted him by President Grant.

The Money and Stock Markets.

NEW YORK, July 19.—Money market active at 7 per cent., currency. Gold market weak, but little doing; opened at 135⅝. Present quotation, 135⅝. Government bonds firm and buoyant. United States sixes, '81; registered, 20⅝; coupons, 20¾; Five-Twenties, 1862, 23¾, do., 1864, 22; do., 1865, 22; new, 20⅝; do., 1868, 20⅝; Ten-Forties, 10⅛; Canton, 10⅝; Currency bonds, 8. Sterling exchange firm, 60 days, 110; 3 days, 110⅝. Stock Market feverish, with indications of a bull movement; Canton, 63; Cumberland, 33; Western Union, 33⅛; Quicksilver, 16; Adams, 60, Wells, Fargo, 21⅝.

FROM WASHINGTON.

Didn't Want His Income Published.
Despatch to the Associated Press.

WASHINGTON, July 19.—The Secretary of the Treasury to-day received the following letter:—"Dear Sir:—Enclosed please find $470. This is not conscience money, but doing a local business in a Pennsylvania town, and by care and management having made it pay, I have thought that it would be injurious to my business to have my full income published in our village paper, therefore, I have paid a part of my income tax to the collector, and the balance I send direct to you. Yours, etc., 'Honesty.'"

Naval Orders.

Commander Breeze and Past Assistant Paymaster Mallack have been ordered to the Cyane.

FROM NEW ENGLAND.

The End of a Spendthrift.

PORTSMOUTH, N. H., July 19.—J. H. Drake, of Syracuse, New York, cut his throat with a razor at the Appledore House, Isle of Shoals, yesterday. He had inherited a fortune, which he has been spending lavishly of late, and was laboring under temporary insanity at the time. He was thirty years of age.

FROM THE WEST.

Suicide.

CLEVELAND, July 19.—H. S. Frasble, a young man employed as salesman in the house of Gordon, McMillan & Co., in this city, drowned himself in Sandusky bay this morning.

Latest Markets by Telegraph.

NEW YORK, July 19.—Cotton quiet and unchanged; sales of 150 bales. Flour dull and prices favor buyers; sales of 7500 bbls. State at $5·10@6·80; Western, $5·10@7·25. Wheat firmer; sales of 23,000 bushels No. 2 at $1·49@1·50; No. 3 at $1·44. Corn firm; sales of 43,000 bushels mixed Western at 91@95 cents. Oats heavy at 80½@81 cents. Beef quiet. Pork dull; new mess, $32·50. Lard quiet. Whisky quiet at $1·05.

BALTIMORE, July 19.—Cotton dull and nominally 34@34½. Flour quiet and dull; Howard street superfine, $5·50@5·75; do. extra, $5·75@7; do. family, $7·50@7; City Mills superfine, $5·50@6; do. extra, $6·25@8; do. family, $7·75@10·50; Western superfine, $5·25@5·75. Wheat firm; red, $1·50@1·60; choice, $1·65. Corn higher; white $1·10@1·12; yellow, $1·12@1·18. Oats 70@72c. for new. Provisions unchanged; mess pork quiet at $34. Bacon active; rib sides, 18@18½; clear rib, 18¾@18⅞; shoulders, 15½@15¾. Hams, 20½@23. Lard dull at 19½@20. Whisky; none here, and would command $1·08@1·10.

Stock Quotations by Telegraph—2 P. M.

Glendinning, Davis & Co. report through their New York house the following:—

N. Y. Central R......	211¼	Pacific M. S..........	82⅝
N. Y. & Erie R.......	29	West. Union Tel.......	36
Ph. and Rea. R.......	93½	Toledo and Wabash..	73½
Mich. S. and N. I. R..	105	Mil. and St. Paul R. c	76½
Cle. and Pitt. R......	106⅛	Mil. and St. Paul R. p.	86½
Chi. and N. W. com..	79¾	Adams Express.......	59½
Chi. and N. W. pref..	94½	Wells, Fargo.........	21½
Chi. and R. I. R......	114⅞	Gold..................	135¾
Pitts. F. W. & Chi. R.	153½	Market dull.	

THE EUROPEAN MARKETS.

This Afternoon's Quotations.
By Atlantic Cable.

LONDON, July 19—P. M.—Consols for money, 93⅛; and for account, 93⅛@93¼. U. S. Five-twenties quiet. Stocks quiet. Erie, 19¾; Illinois Central, 93¼.

LONDON, July 19—P. M.—Sugar dull at 28s.@28s. 3d.

RABIES.

Horrible Case of Hydrophobia.
Rochester (Minn.) Cor. Milwaukee Sentinel.

On last Thursday a man known here by the name of John Callahan, but whose right name is believed to be John McElligatt, showed signs of that terrible disease known to the medical faculty as hydrophobia. For several days previous he had shown symptoms of the disease, and had been watched closely. He has had several terrible raving fits or spasms, the first of which lasted some four hours, and, though a small-sized man, it required four men to hold him while they lasted, so violent were they. He has several times begged his attendants to put an end to his sufferings by taking his life. He has such a horror of the occurrence of the raving fits that he tries to bite all who approach him Doctors Mayo, Cross, Galloway, and Allen have visited the unfortunate man, and all agree in pronouncing it hydrophobia, and, of course, incurable. The disease is traced to a bite the victim received at Owatonna, a town forty miles west of Rochester, on the Winona and St. Peter Railroad, about a year ago, from a dog that was owned by the proprietor of a fast nag known as the Belle of Owatonna. The man was bitten on the heel, but the wound was slight and soon healed over, and the affair was thought no more of till a few days ago, when signs of hydrophobia appeared. There are conflicting stories afloat concerning the condition of the dog in question at the time the man was bitten. One story is that the animal was rabid and was soon after killed, and another that the canine that caused the mischief is still alive at Owatonna. Dr. Mayo informs me that the matter is being investigated by the physicians of this city; so the truth of the whole affair will be developed. Callahan is a young man of Irish extraction, a painter by trade, is unmarried, and has resided in this city a year or more. He is said to have a sister living in St. Paul. He is about twenty-five years of age. At last accounts the patient was yet alive, but in a weak and exhausted condition, and likely die in the next spasm. The young man is stopping with a family named Lesneur, who reside in the southern part of the city.

—Bismark has refused to recognize Emil Hoechester, of Chicago, recently appointed United States Consul at Barmen.

—Mrs. Daniel Bean is the name of the woman in Concord, New Hampshire, who is peddling anti-woman suffrage petitions.

THE FILIBUSTERS.

Inglorious Ending of the Expedition to Aid Cuba—The "Raw Recruits" Bagged on Gardiner's Island—Their Surrender.

From the N. Y. Sun of to-day.

Marshal Barlow despatched Deputy-Marshals Greig, Christy, and Winslow in the revenue cutter Mahoning to Gardiner's Island, to capture the remnant of the Cuban filibustering expedition existing there. Captain Webster, commanding the Mahoning, the deputy-marshals, and a dozen marines, were received on landing by several of the leading Cubans. Colonel Ryan and Lieutenant Crevier were not to be found. Captain Webster proposed a surrender, and offered to guarantee an exemption from imprisonment. Ten accepted his terms. The rest refused. News of this was sent to Marshal Barlow, and he forwarded twenty-four more marines, who arrived at the island on Friday morning, under command of Lieutenant Breeze.

The unarmed Cubans, on seeing this accession of strength, concluded to surrender, but not as captives, and, to the number of one hundred and twenty-four, were taken on Saturday evening to Fort Lafayette. Here they were temporarily confined in five different casemates, but on complaining of the heat were admitted into the open courtyard. The men are well educated and well bred. They assert that they might easily have overpowered the few marines had they so desired, and certainly would not have surrendered had they suspected an imprisonment. Captain Harrison, formerly of Company D, 1st New York Volunteers, is regarded by the prisoners as their present leader. It is asserted that in sending the men to Fort Lafayette, Barlow neglected to provide them with rations, and that the sparse supply of the small garrison at Fort Hamilton opposite has barely sufficed to sustain life among them.

The Mahoning reached Geltson's Landing, Fort Hamilton, shortly after 5 o'clock Saturday afternoon. Without any unnecessary delay, the captives were embarked on board small boats, and taken into the Bastile. They did not forget, before they were taken from the Mahoning, to thank in the most cordial terms the gallant Captain Webster and his subordinates for their uniform kindness and courteous deportment.

IN THE BASTILE.

As the frail boats, with their cargo of human freight, sped over the waters of the Lower bay, the unfortunate captives stared with apprehension at the dismal, dingy pile which was to be their prison, and perhaps their tomb. As each stroke of the oar brought them nearer to their prison-house, they saw more and more distinctly the forms of the armed soldiery, the iron-barred loop-holes of the filthy dungeons, and, above all, the wiry figure of the generalissimo in command. One by one they climbed the rotten, dilapidated steps, and at length found themselves face to face with the outer walls of the dungeon.

"MY GOD! WHAT A PLACE!"

exclaimed one of the number as he caught a glimpse of fallen walls, the ruins, the bricks, and mortar which were strewn in every direction, the burned timber and the dirty cells within. Despair was pictured upon every man's countenance as he looked upon the dismal den. They had surrendered on condition that they should be liberated as soon as they reached New York. An officer of the United States had pledged them a safe conduct. How had that promise been kept? "Forward! march!" was given, and the prisoners, single file, began their tramp to the grave.

DRIVEN IN AT THE POINT OF THE BAYONET.

The uncouth soldiery of the United States drove the prisoners at the point of the bayonet into dungeons which even rats had long ago forsaken. Without regard to rank, they were packed like sardines into the five small cells to the left of the entrance, an average of thirty men to a cell. And such cells!

ANDERSONVILLE IN THE SHADE.

The noisome cells of Fort Lafayette defy all description. And how those poor souls who for hours were packed in such a hell can be expected to come out alive, is more than your reporter can imagine. The General in command is a young stripling, about twenty years of age, a year from West Point, and the first time that he has had duty of any importance to perform. That the commanding officer should have assigned so delicate and responsible a task to one so young could very well be accounted for in the fact that no other older officer would take the place. An older officer would never have dreamed of holding human beings in such a place for a second. But Generalissimo Second Lieutenant Allyn Capron thought he would spread himself just once, and accordingly had these poor fellows locked up until

THE ARRIVAL OF GENERAL VOGDES,

who made his appearance towards dusk, and ordered their immediate liberation from the dungeons. When they stepped out from these swine pens they rushed into the open air like so many madmen, and, as the weather was intolerable, they made a rush for the cistern for water to quench their thirst, and such water! Lieutenant-colonel Discroll's dog Dixie, who can do almost anything that his master tells him to do, refused point blank to approach within a foot of it. And yet the prisoners drank two and three mugfuls before their thirst could be satisfied. Towards nightfall, supper, consisting of coffee and bread, was sent over from Fort Hamilton. Three hours afterwards, the only noise that was heard was the measured step of the solitary sentinel as he paced his post. The captives slept upon the hard flags of the court-yard, with no other shelter than the starry heavens above them.

SUNDAY MORNING.

At sunrise yesterday morning their breakfast, which again consisted of bread and coffee, was served. After they had concluded that beggarly meal, they were ordered to fall into line and answer roll call. That terrible man, the Generalissimo, after the call had been concluded, announced that one man was missing, and, in order to ascertain who that lucky dog was, he would forthwith lock every man of them up. The guard was formed, and the culprits were marched to their dungeons, 64 being thrust into one dungeon, 38 into another dungeon, and the rest into a little cell. The Generalissimo then, with a drawn sabre in one hand, a cocked Colt's six-shooter in the other, and a spy-glass visible from the southeast corner of his southwestern coat tail pocket, ran to the parapets, and began to level his instrument in every direction. At length the Generalissimo descended, and began to tramp around the ruins of the Fort. Then, hearing the prisoners clamoring for water, he ran to the door of their dungeons (standing at a respectable distance, however), and told the sentinel to shoot the first man that dared raise a mutiny. Utterly exhausted, the great man now gently squatted beneath the shade of a huge beam on the pier, and awaited the coming out of the prisoner. Then the missing man *was found* never to have been missing. The Generalissimo shortly after this began to overflow with the milk of human kindness, and administered a well-directed kick to one of the French company. His *threats* to shoot were without number. The terrible man frightened everybody. The rest of the day was spent in trying to sleep.

THE PRISONERS YESTERDAY AFTERNOON.

Our reporter, in company with Colonels Driscoll and Maynadier, visited the fort yesterday afternoon. He found the men poorly clad, some of them half naked, grouped in the yard roasting in the hot sun. The officers were not much better off. Eight lay packed in a dungeon. The captives are of course indignant at the breach of good faith on the part of the Government officials, and threaten vengeance on some of them personally. The Generalissimo especially is sure not to be spared. Every one that has visited the pen exclaimed on entering, "What! does the United States Government keep a human being in this place?" The prisoners are loud in their praises of Colonels Driscoll and Maynadier, who have been unremitting in their attentions to them. Mr. William C. Church, of Church's Hotel, has also contributed much towards making them comfortable.

CONCLUSION.

The officers at Fort Hamilton, excepting, perhaps, the Generalissimo, agree in condemning this action of the United States Government in sending the prisoners to such a dungeon as Fort Lafayette. They say that it is not a place fit to keep swine in. They are of opinion that if these men are to be restrained of their liberty they could just as well be confined in Fort Wadsworth, opposite Fort Hamilton, where the accommodations are all that could be desired. Colonel Driscoll was a prisoner in Libby Prison, and Colonel Maynadier shared the same fate at Charleston. They unhesitatingly assert that, so far as the quarters are concerned, those at Fort Lafayette are more disgraceful, if anything, than those of the prisons above mentioned. It is the meanest, vilest, filthiest place we ever saw, not even excepting that loathsome hole, Ludlow street jail.

AN ELEPHANT TRAINER.

A Journalist has a Talk with Him—Politics Eschewed—How an Illustrious Pachyderm Carries On.

A Detroit paper has the following:—

"'Baby Annie,' exhibited on Friday and Saturday in this city, is as popular and well known as the majority of human actors who tread the boards instead of the sawdust ring. Like them, she endeavors to please, and in her way feels chagrin as deeply when she fails to receive the approbation believed to be merited. She is now five years old, and though far from her 'teens,' is nevertheless a pretty good lump of a body, weighing eighteen hundred pounds. Her history has been carefully kept, and McLaughlin, her trainer, can tell you everything about her.

"At the time of her capture she was only two years old; but Smith, the captor, assisted by a party of Africans and dogs, found her as hard to control in her infancy as most women are at mature age. After a few weeks training she was started for the coast, eight hundred miles away, and Kenyon has yet in his cages two large hyenas that rode in baskets slung over Miss Annie's back. Her cost in New York was eight thousand dollars, and at the time of her purchase she was the smallest elephant in this country, and is still the only genuine African elephant. Though she has never been hard pushed to test her endurance on the road, she once took a stretch of forty-two miles over the rocky roads of Pennsylvania in eleven hours, and showed not the least sign of exhaustion.

"Miss Annie is a model female—one of the old school, and would as soon twist her head off with her trunk as to harm a human being who treated her courteously. Last winter, in her quarters at Philadelphia, she exhibited love and hate in a very singular manner. McLaughlin had imbibed rather freely, and, returning to the barn, got into a difficulty with a policeman, who was bent on arresting him. The cop had been around the barn a good deal, and was somewhat acquainted with the elephant. The trainer fled to the barn, and getting behind 'Baby,' refused to submit to arrest. The M. P. boldly advanced to bring him out, when the elephant thrust him aside with her trunk. This was repeated several times, the trainer encouraging her, when the policeman gave her an angry blow with his baton, and sought to push by. Blowing her shrill trumpet, 'Baby' caught him around the waist, and giving him a strong whirl, deposited the frightened blue coat in a barrel of oats thirty feet away. As he had no instructions to arrest elephants, and could not arrest the man without her, he concluded not to press matters further.

"At another time last summer, during a hot night, McLaughlin sat down beside 'Baby' on a bale of hay, and soon fell asleep. Near him was the cage of the Bengal tiger, a fierce and ungovernable animal, and treacherous to the last degree. By lying down the beast could get his paws at full length under the bars, and on the morning of that very day he had thus given his unsuspecting keeper a stroke with his claws and tore open the man's cheek in a horrible manner. Restless, McLaughlin rolled about, and the eyes of the Royal glistened as he saw the body coming nearer to his cruel claws. At length, just as one of the keepers entered the door, the trainer rolled down so near that the tiger reached out and caught his clothes. With a savage snarl, he was straightening back for a pull, to get the flesh under his nails, when the elephant, who had also been sleeping, rose up at the growl, and seeing the situation at a glance, rushed forward before the man at the end had scarcely advanced a step, and with a blow of her trunk made the tiger let go his hold and scream with pain and fury.

"Since her capture she has increased seven hundred pounds in weight, and six inches in height. Three years ago she had not a sign of a tusk; now, she has ivories six inches long, and growing finely. In the summer, when the weather is dry, she gets a bath at every creek, and her trainer gives her a dozen pails of water over the back if standing long in the tent. About twice a year she gets six gallons of linseed oil rubbed over her skin; without it, the hide would get so dry as to feel and sound like a board. Her usual feed per day is a bushel of oats and one hundred and fifty pounds of hay, and she drinks, if moderately thirsty, twenty pails of water at a time. As stated, she is very docile, minding readily if she understands what is wanted. Doing wrong, through ignorance, let her trainer 'bless her eyes' a little, and 'Baby' shows as much sorrow as a repentant infant. As this is her third season, the person must be sharp who can impose upon her a worthless gift. About four weeks ago a man gave her a stick of candy which had been soaked for some time in tobacco juice. Seeming not to mind the joke, 'Baby' waited a little, and when the joker had almost forgotten the incident, she took up a huge piece of liver lying near the cage of lions, and sent the mass full against the fellow's breast, knocking him down, and altogether spoiling the bosom of his white shirt, and his ideas of superior smartness."

INSTRUCTION.

THE EDGEHILL SCHOOL, a Boarding and Day School for Boys, will begin its next session in the new Academy Building at
MERCHANTVILLE, NEW JERSEY,
MONDAY, September 6, 1869.
For circulars apply to Rev. T. W. CATTELL,
6 28 tf Principal.

A LADY OF SEVERAL YEARS' EXPERIENCE in Young Ladies' Seminaries, and as a private teacher, desires a position in an institution or as a Governess. References unexceptionable.
Address Box 498, Wilmington, Del. 7 9 fmw 6t*

RUGBY ACADEMY FOR BOYS, No. 1415 LOCUST Street, EDWARD CLARENCE SMITH, A. M., Principal.
Young men prepared for *business* or *high standing* in College. Circulars at No. 1226 CHESNUT Street. 7 17 3m

REMOVAL.

T. W. & M. BROWN & CO.
HAVE REMOVED TO THEIR NEW STORE,
Nos. 311 and 313 CHESNUT Street,
7 16 fmw6t4p PHILADELPHIA.

FLOUR.

CHOICE FAMILY FLOUR.
For the Trade or at Retail.
EVERY BARREL WARRANTED.
Keystone Flour Mills,
Nos. 19 and 21 GIRARD Avenue,
6 19 1mrp East of Front street.

PARISIAN NOVELTIES FOR THE LADIES.
JUST RECEIVED—A large invoice from Paris of the very newest styles of fine Jet Jewelry, Hair Bands, Combs, Nets, etc. The rarest and most elegant ever offered in this market. At H. DIXON'S,
7 14 9t No. 21 South EIGHTH Street.

FOURTH EDITION

WASHINGTON.

Benjamin Wade Expresses Himself—Our Representative to European Medical Societies—Negro Voters Suing for their Rights.

FOREIGN AFFAIRS.

The English Women and Suffrage—French Ministerial Appointments.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

Surgeon Pinckney's Official Visit to Europe.
Special Despatch to The Evening Telegraph.

WASHINGTON, July 19.—Surgeon Pinckney, of the United States navy, having been deputed by the American Medical Association to represent them in the British Medical Association and other medical bodies of Europe, the Navy Department has appointed him delegate of the medical corps of the navy. He leaves for Europe on the 21st.

Thad. Stevens, Jr.,

has presented the messengers of the House of Representatives, who were in the habit of carrying the late Thaddeus Stevens up and down stairs and from place to place in the Capitol, silver-headed canes, with the names of the recipients engraved thereon, with the words "Presented by Thaddeus Stevens, Jr."

Ben. Wade

is here looking after some business in the departments. He expressed himself much pleased with his recent trip over the Pacific Railroad.

Negro Voters.

Democratic negroes here, backed by white men, have preferred charges before the Grand Jury against certain Republicans, who, they allege, attempted to restrain them from voting at the last municipal election. The white Democrats are raising money to enable their negro partisans to carry the matter into the Courts.

Naval Orders.
Despatch to The Evening Telegraph.

WASHINGTON, July 19.—T. G. Balter is ordered to duty at the navy yard, Portsmouth, N. H.; Passed-Assistant Paymaster E. Mellach to the Cyane.

FROM EUROPE.

Woman Suffrage in England.
By Atlantic Cable.

LONDON, July 19.—The political news to-day is meagre. The first general meeting of the Women's Franchise Society was held here yesterday. Among the notables present were J. S. Mill, Lord Houghton, Right Hon. James Stansfield, Junior Lord of the Treasury; Henry Fawcett, Member of Parliament for Brighton; Rev. C. Kingsley, and Louis Blanc; also many ladies. Addresses were delivered by many well-known speakers. A resolution was unanimously adopted favoring female suffrage.

Another Ministerial Appointment.

PARIS, July 19.—Marshal Valliant has been reappointed Minister of the Imperial Household. The press of this city regard the new Cabinet as one of transition only.

—At the watering places the ladies wear very pretty breakfast caps of Swiss muslin—a triangular piece—or of white tarletan with quilling of the same on the edge.

—Madame de Briassac, *nee* plain Mad'lle Say, is a Parisian beauty who knows how to dress. Recently, in commenting on her attire, one of the F. F. P.'s said:—"'T is very superb, but it has a speck of tallow on it." "Better a stain of grease than of blood," said Madame. Her critic's fourth grandfather had helped murder the Duke of Guise.

WATCHES, JEWELRY, ETC.

C. & A. PEQUIGNOT,
MANUFACTURERS OF
WATCH CASES,
AND DEALERS IN AMERICAN AND FOREIGN
WATCHES,
No. 13 South SIXTH Street.
2 1 mwsrp
MANUFACTORY, No. 22 S. FIFTH Street.

BRILLIANT AUSTRALIAN PEBBLES, cannot be told from Diamonds, in set of
PIN AND EAR-RINGS,
for Ladies' wear, suitable for those visiting the fashionable Watering-places. Also,
FINGER-RINGS.
CLUSTER AND SOLITAIRE,
MOUNTED IN 18-KARAT GOLD.
GENTS' PINS AND STUDS.
Have now for sale the most
BRILLIANT PEBBLES
we have ever had, with an assortment of Watches and Jewelry at very low prices, at
JOHN C. KELLEY'S
WATCH AND JEWELRY STORE,
No. 33 S. EIGHTH Street,
7 17 3t4p Above Chesnut.

PAPER HANGINGS, ETC.

WARD & McKEEVER,
No. 1400 CHESNUT Street.
SPRING STYLES.
THE FINEST STOCK,
THE CHEAPEST PRICE,
5 17mwf3mrp
THE BEST WORKMANSHIP

GREAT NOVELTIES
IN
LOOKING GLASSES,
PICTURE FRAMES, ETC. ETC.
NEW CHROMOS,
NEW ENGRAVINGS.
JAMES S. EARLE & SONS,
NO. 816 CHESNUT STREET,
4 5 mwfrp PHILADELPHIA.

FIFTH EDITION

THE LATEST NEWS.

FROM NEW YORK.

The Brokers in Custody.
Despatch to The Evening Telegraph.

NEW YORK, July 19.—In Oyer and Termine the eight brokers, whose names have been give as arrested for usury, were arraigned, and th following pleaded guilty:—Edward R. Jone George Phipps, David M. Morrison. Mr. Va Boskirk's counsel withdrew the informal plea o guilty, claiming that what his client had don did not come within the law.

Judge Cardozo suggested that a special plea b entered and the law points argued on Tuesday which was assented to. Judge Cardozo an nounced that he would not sentence those wh had pleaded guilty until after the trials of th others.

FROM LONG BRANCH.

Arrival of President Grant and Party.

LONG BRANCH, July 19.—President Grant an party arrived at Port Monmouth this morning o the steamer Tallapoosa, and was received at th wharf by a number of citizens. A special trai on the Raritan and Delaware Bay Railroad brought the guests to Long Branch, whence they proceeded to the Stetson House, and are now stopping there.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

BETWEEN BOARDS.

$4000 Leh 6s,'84 s5wn 84	200 sh Read R.b5&l.46·56
$1000 W. Jersey 6s.. 90¾	5 do....d bill 46½
$2000 N Penna 7s.. 88	55 do....opg. 46½
$10000 U S 10-40s..rg.109⅞	100 do...b5&l..46·56
$6000 Leh V new bs. reg.. 94¼	100 do....b5&l.46·56
4 sh Penna R.... 55¾	100 do...s5wn.46·56
200 sh Minehill R.s5. 53½	100 do...s5wn.46·56
5 sh Read.d bill.c. 46½	160 do......2d.46·56
100 do..b5&in.46·56	100 do......s5.46·56

SECOND BOARD.

$1000 City 6s, New.c. lots..100⅞	100 sh Read R..b15. 46½
$900 do.........100⅝	100 do......s5.46·76
$1400 do.......c.100⅝	100 do.40d.saf 5 46½
$5000 Am Gold......135¾	100 do.......... 46½
12 sh Gr & Coats St 38	100 do.....b30.46·69
45 sh Minehill R.ls. 53½	100 do..........46·56
16 sh Lit Sch R.... 42	32 sh Penna rec.ls. 56½
200 sh N Y & M..b5. 4·81	1 do.......... 56½

JEWELRY AND SILVERWARE.

SPECIAL NOTICE.
On and After Monday,
JULY 5,
WE WILL CLOSE OUR STORE
AT 5 P. M.
UNTIL FURTHER NOTICE.
CLARK & BIDDLE,
No. 1124 Chesnut Street,
3 11 thm§ PHILADELPHIA.

906. 906. 906.
ARCH STREET, PHILADELPHIA.
JOHN MAYER informs the public that he has lately imported an immense lot of
'HUMAN HAIR."
He is the inventor of the best kind of Hair Work, and challenges the world to surpass it.
N. B.—The public are hereby notified that goods can only be obtained at his establishment, No. 906 ARCH street. He employs no travelling agents. All who use his name are impostors, and be dealt with according to law. 7 14 4ptf

FOR SALE.

FOR SALE OR TO RENT.
GERMANTOWN, five minutes' walk from Wayne Station, two neat and comfortable Houses on WAYNE Street, below Manheim, suitable for a small and genteel family, with all the modern conveniences, gas, water, range, heater, etc. Rent, $500 per annum. Apply to JACOB KAUPP, No. 77 WISTER Street, Germantown. Possession at once. 6 18 tf

FOR SALE—HANDSOME THREE story Brick Dwelling, three-story double back buildings, No. 634 SIXTH Street, above Green; modern improvements, and in excellent order. Was owned and built by the late Henry Derringer, deceased, of the very best materials and workmanship. Immediate possession Agent at house from 12 to 2 o'clock daily. 6 7 tf

TO RENT.

GERMANTOWN PROPERTY TO LET.—A large, modern-built house, tenant-house, coach-house, and five acres of land, handsomely laid out walks and garden; within two minutes' walk of Duy's Lane Station. Apply to J. ARMSTRONG. 6 21 2m*

WANTS.

AGENTS WANTED.
TWENTY-FIVE ENERGETIC AGENTS WANTED for one of the best LIFE AND FIRE INSURANCE COMPANIES, at the southwest corner of THIRD and WALNUT Streets.
Dr. THEO. ROTH, Examining Physician of the KNICKERBOCKER LIFE INSURANCE COMPANY, can be seen at his office, at No. 251 North FIFTH Street, before 10 A. M. and after 6 P. M., and at the Insurance Room, No. 300 WALNUT Street, between 11 A. M. and 2 P. M. 7 17 2t

WANTED, A YOUNG MAN AS BOOK-keeper in a wholesale coal office. Address R. C. O., this office, in handwriting of applicant, stating salary wanted. 7 17 2t*

DEAFNESS.—EVERY INSTRUMENT THAT science and skill have invented to assist the hearing in every degree of deafness; also, Respirators; also, Crandall's Patent Crutches, superior to any others in use, at P. MADEIRA'S, No. 115 South TENTH Street, below Chesnut. 2 8 rp

CITY ORDINANCES.

RESOLUTION
To authorize certain transfers in the appropriation to the Inspector of Steam Engines and Boilers.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the following transfers are hereby made in the appropriation to the Department of Steam Engines and Boilers for the year 1869, approved December 30, 1868, to wit:—

From item 13, for salaries of 1868, one hundred and thirty-four dollars to item 8, instruments.

From item 9, fire-proof, three hundred dollars to item 12, incidentals.

JOSEPH F. MARCER,
President of Common Council.

Attest—
ROBERT BETHELL,
Assistant Clerk of Select Council.

WILLIAM S. STOKLEY,
President of Select Council.

Approved this twelfth day of July, Anno Domini one thousand eight hundred and sixty-nine (A. D. 1869).

DANIEL M. FOX,
7 14 Mayor of Philadelphia.

PERSONAL.

APPLICATION HAS BEEN MADE FOR Duplicate Certificate No. 1948, name of "Portsmouth Orphans' Asylum," issued May 20, 1857, for $1700. New Loan due January 1, 1888. Original lost in fire, Richmond, Va., in 1865.
BAIN & BRO.,
4 30 tu3m Portsmouth, Va.